The Hong Kong Daily Press.

No. 7762 號二十六百七千七第 日十二月九年十千緒光 HONGKONG, TUESDAY, OCTOBER 31ST, 1882. 二拜禮 號一十三月十英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 29, PANDORA, Austro-Hungarian str., 2,136, G. Sturli, Trieste 1st September, and Singapore 22nd October, General.—MELCHERS & Co.

October 30, GREYHOUND, British str., 227, D. Scott, Hoihow 28th October, General.—ADAMSON, BELL & Co.

October 30, GLENARTNEY, British steamer, 1,400, John Wallace, London 18th Sept., Port Said 30th, Suez 3rd October, and Singapore 23rd, General.—JARDINE, MATHESON & Co.

October 30, FOOKSANG, British steamer, 990, Davies, Shanghai 26th October, General.—JARDINE, MATHESON & Co.

October 30, THREE BROTHERS, British bark, 366, Kahlcke, Swatow 28th Oct., General.—E TYE HONG.

October 30, ANTON, German steamer, 395, Schroder, Pakhoi 24th Oct., General.—WIELER & Co.

October 30, DEUTEROS, German str., 1,197, A. E. Luthjens, Saigon 25th Oct., Rice.—ED. SCHELLHASS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
OCTOBER 30TH.

Glenfinlas, British str., for Yokohama.
Dale, British str., for Bangkok.
Patroclus, British str., for Amoy.
Alva, Portuguese bark, for Rajang.
Thales, British str., for Swatow.
Hailoong, British str., for Amoy.
Glenartney, British str., for Shanghai.
Alex. McNeil, Amr. ship, for New York.

DEPARTURES.

October 29, LOMBARDY, British steamer, for Shanghai.
October 30, ATALANTA, German steamer, for Saigon.
October 30, MELI, Chinese steamer, for Hoihow.
October 30, FOXHOUND, British gunboat, for Macao.
October 30, PRINTEMPS, French bark, for Keelung.
October 30, HAILOONG, British steamer, for Amoy.
October 30, FOOKSANG, British steamer, for Canton.

PASSENGERS.

ARRIVED.

Per *Pandora*, str., from Trieste and Singapore.—212 Chinese.

Per *Greyhound*, str., from Hoihow.—44 Chinese.

Per *Fooksang*, str., from Shanghai.—Mr. Fairbanks, and 34 Chinese.

Per *Deuteros*, str., from Saigon.—34 Chinese.

TO DEPART.

Per *Hainan*, str., for Kudat and Sandakan.—Messrs. J. A. Sampson and P. Mr Alves, and 215 Chinese.

Per mail steamer *Kashgar*, from Hongkong.—For Singapore.—Mrs. King and infant. For Madras.—Pte. Moonoosawmy. For Plymouth.—Col.-Sergeant G. Robinson. From Shanghai.—For Venice.—Lieut. G. E. Patey, R.N. For London.—Mr. and Mrs. C. F. R. Allen, 2 children and amah.

REPORTS.

The German steamer *Anton* reports left Pakhoi on 27th inst., and had strong Easterly winds all the passage.

The British steamer *Fooksang* reports left Shanghai on 26th inst., and had light N.E. wind and fine, clear weather.

The British bark *Three Brothers* reports left Swatow on 28th inst., and had light breeze and very fine weather throughout.

The British steamer *Greyhound* reports left Hoihow on 28th inst., and had strong winds and clear weather all through the passage.

The Austro-Hungarian steamer *Pandora* reports left Trieste on 1st Sept., and Singapore on 22nd Oct., and experienced a severe typhoon in lat. 12.18 N., long. 111.26 E., no damage.

The British steamer *Glenartney* reports left Gravesend on 18th Sept., 4 a.m., arrived at Port Said on the 30th. Left Suez on the 3rd Oct., arrived at Singapore on the 23rd. Left same day, arrived at Hongkong on the 30th. Experienced favourable weather during the passage until she passed Pulo Sapato Island on the 26th instant. Then fell in with strong N.E. monsoon which increased to brisk gale with high N.E. sea. Gale backed round to N.N.W. and fresh with dirty weather and downpour of rain and every appearance of a typhoon to the North. 4 a.m. of the 27th inst. had the lowest barometer, 29.45, and strongest wind and very high N.E. sea turned steamer round to the South; gale decreased and backed to S.S.W.; turned steamer round to the North again; barometer rising gradually. 27th inst., 4 a.m., lat. 12.50 N., long. 110 E., where she had the worst weather and fell in with the most confused sea. West of Triton Island (Paracels), experienced fresh breeze from East to N.E.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Aurorita	Manila	Sept. 8
Khedive (s.)	Shanghai	Sept. 8
Afghan (s.)	Foochow	Sept. 8
Glenearn (s.)	Shanghai	Sept. 8
Serpedon (s.)	Hongkong	Sept. 11
Laertes (s.)	Hongkong	Sept. 11
Hankow (s.)	Shanghai	Sept. 13
Lydia (s.)	Shanghai	Sept. 13

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Vinnelas	Liverpool	May 10
P. G. Carvill	Penarth	May 20
Vortsetzen (s.)	Glasgow	June 28
Frederike	Penarth	June 28
Dora	Cardiff	July 2
Valencia	Liverpool	July 15
Marlauna	Cardiff	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26
Benarty (s.)	London	Aug. 9
Carnarvonshire	London	Aug. 17
Lina Schwoon	Cardiff	Aug. 31
Josefina	Liverpool	Aug. 31
Marie	Liverpool	Aug. 31
Chocorua	London	Sept. 2
Weser	Cardiff	Sept. 9
B. P. Cheney	Cardiff	Sept. 9
Berethea	London	Sept. 14

AUCTION SALES TO-DAY.

J. M. ARMSTRONG.
Valuable Property.
At 3 P.M.

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ..... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
Hongkong, 1st June, 1882. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... 5,000,000 of Dollars.
RESERVE FUND ..... 2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINES, Esq.
H. Hoppius, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. S. Young, Esq.
A. McIver, Esq. | C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 19th August, 1882.

INTIMATIONS.

I, the Undersigned, have this day opened a STORE at No. 12, Peel Street, lately occupied by N. M. Khamisa, and have for sale all kinds of MILLINERY, DRAPERY, and GENERAL EUROPEAN GOODS for Gentlemen, Ladies, and Children, for Summer and Winter.
SHAIKALLY FAZULLALLY.
Hongkong, 1st August, 1882. [1925

FOR SALE CHEAP.

THE CUTTER "PINAFORE," 40 feet by 11 feet, built 1880, Extra Timbers Floors and Stringers double Planked and Copper Fastened 1881, ¾ ton LEAD, 4 tons IRON, 5 ANCHORS, 4 CHAINS, OREGON PINE SPARS, all gear &c., good as new.
Address K. care of Office of this Paper.
Hongkong, 12th October, 1882. [1773

THE CHEAPEST HOUSE IN THE EAST FOR BOOKS, STATIONERY, MUSIC, AND FANCY GOODS.

W. BREWER,
(late with KELLY AND WALSH,)

BEGS to announce that he has commenced BUSINESS on his own account at No. 15, Queen's Road, the Store formerly occupied by ATACK, next door to Mrs. ROSE, where he invites inspection of his entirely new and well selected Stock of
BOOKS in every department of Literature.
FANCY and COMMERCIAL STATIONERY.
INSTRUMENTAL and VOCAL MUSIC.
ORGANS and PIANOS.
Large Variety of FANCY GOODS.
TOBACCOS, CIGARETTES, &c., &c.
New Season's CHRISTMAS CARDS.
Manufacturer of INDIA RUBBER STAMPS.
Hongkong, 18th October, 1882. [1934

NOTICE.

FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARETS of several qualities. Prices consistent with quality. We ship nothing common or inferior.
648] CUTLER, PALMER & Co.

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers
CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited. Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1667

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts ..... $22.50.
2 Dozen Pints ..... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

FOR SALE.

THE American Steamer
"INGEBORG,"
499 tons Register, Classed 3/3 L. I. I. in Veritas, and built at Gothenburg in 1873.
For Particulars, apply to
RUSSELL & Co.
Hongkong, 30th September, 1882. [1830

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES DR. TOWNSEND'S AROMATIC HOLLANDS TONIC, POMERANZEN BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.
J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.
Hongkong, 1st June, 1882. [799

SUN SHING,
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING.
Hongkong, 1st May, 1881. [989

TO BE LET.

TO LET.
With Immediate Possession.

A LARGE OFFICE, or Suite of Offices, on the First Floor of the Premises occupied by
KELLY & WALSH.
Hongkong, 3rd October, 1882. [1844

TO LET.

THE 1st STOREY of the 2ND HOUSE known as the "BLUE BUILDINGS," Praya East. Lately occupied by the U. S. CONSULATE, with immediate possession.
J. M. GUEDES.
Hongkong, 27th September, 1882. [1814

TO LET.

TWO GODOWNS at Wanchai near the Praya.
Apply to
LIN TEAD & DAVIS.
Hongkong, 12th August, 1882. [1525

TO LET.

NOS. 3 and 4, PEDDAR'S HILL.
No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 21st September, 1882. [34

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.
Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

THE PREMISES at BOWRINGTON known as the Old INTERNATIONAL ICE HOUSE. GODOWN, Capable of Storing about 4,000 Tons Coal, Dwelling House attached, &c., &c.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd October, 1882. [1843

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to
MEYER & Co.
Hongkong, 3rd March, 1881. [1047

NOTICE.

THE Undersigned, in thanking her numerous supporters in Hongkong and the Southern Ports and soliciting a continuance of their patronage, has great pleasure in notifying them, that the cold season having now set in, she is in a position to supply
MEAT AND GAME, GAME PIES, &c., as formerly, and that all orders entrusted to her will meet with immediate attention, every care being taken to ensure prompt despatch and careful packing.
LAVINIA HOPKINS.
Shanghai, 30th October, 1882. [1992

SEALED TENDERS will be received by the Undersigned up till NOON OF FRIDAY, the 10th proximo, for the RECONSTRUCTION of FOUNDRY, and RENEWAL of ROOF of Master Attendant's Office Building in this Yard, according to Specification and Conditions, which can be seen on application at the Naval Storekeeper's Office.
The right to reject the lowest or any Tender is reserved.
WILLIAM HYNES,
for Naval Storekeeper.
Royal Naval Yard,
Hongkong, 28th October, 1882. [1983

GOVERNMENT NOTIFICATION.

THE OFFICER ADMINISTERING THE GOVERNMENT invites Residents of Hongkong who may be desirous of forming themselves into a new Corps of Hongkong Volunteers to send in their names to the Acting Colonial Secretary.
It is proposed that a Corps of Volunteer Artillery should be formed to be commanded by an Officer of the Royal Artillery whose services will, by permission of His Excellency the Major General Commanding, be available for this purpose in the event of a sufficient number of names being enrolled.
Information respecting the assistance which Government is prepared to offer with the view of encouraging the formation of a new Corps will be obtained on application to the Acting Colonial Secretary.
By Command,
F. STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th October, 1882. [1980

NOTICE TO MARINERS.

SOUTHERN LIGHTS' SECTION.
No. 2.
DODD ISLAND.

NOTICE is hereby given that the LIGHT on DODD ISLAND was exhibited for the first time at sunset on the 18th instant.
The illuminating apparatus is First Order Dioptric Occulting; the Light showing alternately for twenty six seconds and suddenly disappearing for four seconds. It shows White from S. 51° W. round by West to N. 62° E.; Red from N. 62° E. to N. 74° E.; White from N. 74° E. round by East to S. 31° W.; and Red from S. 31° W. to S. 51° W. The bearings are magnetic and taken from seawards.
The Light is elevated 147 feet above the level of the sea, and in clear weather it should be visible at a distance of 18 nautical miles.
The tower is round, of brick with stone dressings, 50 feet high, with a total height from its base to the lantern vane of 79 feet.
The tower and dwellings are painted white.
Approximate position:—
Latitude ..... 24 deg. 26 min. 16 sec. N.
Longitude ... 118 deg. 19 min. 4 sec. E.
J. MOLEAVY BROWN,
Commissioner of Customs.
Custom House,
Amoy, 20th October, 1882. [1963

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL, for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

AUCTIONS.

POSTPONED.

PARTICULARS AND CONDITIONS OF SALE
OF
A VALUABLE LEASEHOLD PROPERTY,
Situate in
Scott's Lane, Queen's Road, Praya Central and Wing Hing Street, Hongkong.

TO BE SOLD BY PUBLIC AUCTION,
By Order of the MORTGAGEE,
THIS DAY,
the 31st day of October, 1882, at 3 O'CLOCK P.M., at the Premises,
By Mr. J. M. ARMSTRONG, Auctioneer.
All that Piece of GROUND situate between and abutting on to Scott's Lane, Queen's Road Central, Praya Central and Wing Shing Street, and also forming a Portion of Scott's Lane, registered in the Land Office as SECTION A of MARINE LOT No. 56, and SECTIONS E F and H of MARINE LOT No. 63, and SECTION A of MARINE LOT No. 63A. Together with the DWELLING HOUSES or SHOPS thereon now respectively known as Nos. 59, 59A and 59B, Praya Central, 135 and 137, Queen's Road and TENEMENTS forming the East side of Wing Hing Street. SECTION A of MARINE LOT No. 56, is (with other Portion of the same lot) held from the Crown for the residue of a term of 999 years commencing the 25th of June, 1843, granted by an Indenture of Lease dated the 30th of April, 1868, subject to the payment of the yearly rent of $46.00 part of the yearly Crown Rent. SECTIONS E and F of MARINE LOT No. 63, are respectively held for the residue of terms of 980 years granted by Indenture of Lease dated the 10th of May, 1882, at the yearly rents of $15.00 for Section E and $10.00 for Section F, and SECTION H of the same lot is held from the Crown for the residue of a term of 981 years granted by an Indenture of Lease dated the 9th of May, 1862, subject to the yearly rent of $2.74 part of the yearly Crown Rent. And SECTION A of MARINE LOT No. 63A, is held from the Crown for the residue of a term of 981 years commencing the 10th of December, 1861, granted by an Indenture of Lease dated the 4th of July, 1862, at the yearly rent of $252.47 part of the Yearly Crown Rent. ⅔ of the purchase money can, if desired, remain on mortgage at 7½ per cent.
For Particulars of the Property and Conditions of Sale, apply to
C. EWENS,
Solicitor,
30, Queen's Road,
Hongkong.
Hongkong, 24th October, 1882. [1859

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
THURSDAY,
the 2nd November, 1882, at 3 P.M., on the Premises,
By Order of the MORTGAGEE.
All that Piece or Parcel of GROUND abutting on Gap Street, and the REMAINING PORTION of SECTION A measuring 22 feet 1 inch, on the Eastern and Western sides 50 feet, and is registered in the Land Office as the REMAINING PORTION of the Northern Portion of SECTION A of INLAND LOT No. 416.
And,
All that Piece or Parcel of GROUND abutting on Gap Street, and on the REMAINING PORTION of SUB-SECTION No. 1 of SECTION B measuring 21 feet and 3 inches, on the Eastern and Western sides 50 feet, and is registered in the Land Office as the Northern Portion of SUB-SECTION No. 7 of SECTION B of INLAND LOT No. 416. Held for the term of 999 years.
Together with the 3 HOUSES, erected thereon Nos. 6, 7 and 8, in Gap Street.
For further Particulars and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 23rd October, 1882. [1960

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEES to Sell by Public Auction, on
FRIDAY,
the 3rd November, 1882, at 3 P.M., on the Premises,
All those Pieces or Parcels of GROUND Registered in the Land Office as the REMAINING PORTION of INLAND LOT No. 381, measuring on Queen's Road 28 feet and 1 inch, South side 28 feet, on the East 68 feet and 6 inches, on the West 61 feet and 6 inches; Also, SECTION A of INLAND LOT No. 638, Queen's Road, 6 feet, East side 61 feet, and on the West on INLAND LOT No. 638, measuring 61 feet. Together with the Two Newly and Substantially Built HOUSES on Queen's Road West, Nos. 72 and 74.
Particulars of Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 23rd October, 1882. [1914

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. NAVAL STOREKEEPER, to Sell by Public Auction, on
TUESDAY,
the 7th November, 1882, at NOON, at H. M. Naval Yard.
SUNDRY CONDEMNED STORES, &c.
Comprising:—
OLD IRON, INDIA RUBBER, CANVAS BAGS, PAPER STUFF, BISCUITS, CHOCOLATE, IRON MEASURES, BLOCKS.
APPARATUS for cleaning Ship's bottom, &c., &c., &c.
TERMS.—Cash.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, 28th October, 1882. [1984

PUBLIC AUCTION.

VALUABLE PROPERTY,
IN JERVOIS STREET, AND QUEEN'S ROAD CENTRAL.

THE Undersigned will Sell by Public Auction, on
WEDNESDAY,
the 15th day of November, 1882, at 3 P.M., on the Premises,
By Order of the MORTGAGEES.
1st Lot.—One HOUSE in Jervois Street, No. 68, and One HOUSE in Queen's Road Central, No. 201, measuring North 15 feet, South 17 feet, East 55 feet, West 64 feet or 885 square feet. Yearly Crown Rent £2.13.2, registered as INDAND LOT No. 117, for 999 years from the 26th June, 1843.
2nd Lot.—One HOUSE in Jervois Street, No. 70, and One HOUSE in Queen's Road Central, No. 203, measuring on the North 15 feet, South 17 feet, East 64 feet, West 72. Yearly Crown Rent £3.3.6, registered as INLAND LOT 117A, for 999 years from the 10th September, 1845.
3rd Lot.—One HOUSE in Jervois Street, No 72, and One HOUSE in Queen's Road Central, No. 205, measuring on the North side 15 feet, South 16 feet, East 62 feet, West 79 feet, or 1,100 square feet. Yearly Crown Rent £3.11.7, for 999 years from the 26th June, 1843.
For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 23rd October, 1882. [1959

INTIMATIONS.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN Accordance with Section 73 of the Articles of Association an ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Office will be held at the Offices of the Undersigned, No. 7, Queen's Road, at FOUR O'CLOCK in the afternoon THIS DAY, the 31st day of October Instant.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 31st October, 1882. [1912

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 31st day of October Instant, both days included.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 13th October, 1882. [1913

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE.—POON TAT PONG, of Nos. 49 and 51, Queen's Road Central, Victoria, Hongkong, and carrying on business there under the name of "SAM HING STUFF," Tailor, having been adjudged a Bankrupt, under a Petition for adjudication filed in the Supreme Court of Hongkong in Bankruptcy, on the 21st day of August, 1882, is hereby required to surrender himself to EDWARD JAMES ACKROYD, Esquire, the Registrar of the said Court, at the FIRST MEETING OF CREDITORS, to be held by the said Registrar, on TUESDAY, the 7th day of November, 1882, at 11 o'clock in the forenoon, precisely, at his Chambers, Supreme Court.
The said EDWARD JAMES ACKROYD, Esquire, is the Official Assignee, and Messrs. DENNYS and MOSSOP are the Solicitors in the Bankruptcy.
A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his Final Examination, and to make application for his discharge, of which Sitting notice will be given in the Hongkong Government Gazette.
At the First Meeting of Creditors, the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors who shall have proved their Debts respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting an Assignee or Assignees of the Bankrupt's Estate and Effects to be called the Creditors' Assignee or Assignees.
Dated this 20th day of October, 1882.
DENNYS & MOSSOP,
Solicitors in the Matter.
1996]

KELLY AND WALSH

Have just received their New Season's Christmas and New Year's CARDS.

The selection is the finest ever seen in the Colony and includes the choicest productions of the best English and American manufacturers. First and foremost are the richly fringed Prize Cards of Messrs. Prang, the great American Art Publishers, and the series of Royal Academy Cards, the designs of the most distinguished English Artists including G. D. Leslie, R.A., J. Sant, R.A., E. J. Poynter, R.A., W. F. Yeames, R.A., Marcus Stone, R.A., T. C. Dobson, R.A., J. E. Hodgson, R.A., J. R. Herbert, R.A., &c., &c., all finished in the highest style of chromo-lithography.
In addition to these will be found a splendid assortment of HAND PAINTED SATIN CARDS.
PHOTOGRAPHS finished in Water Colour, and an extensive stock of the cheaper cards ranging in price from 5 cents each.

Prize Christmas Cards.
Royal Academy Xmas Cards.
Hand Painted Christmas Cards.
Hand Painted Photograph Xmas Cards.

32] KELLY & WALSH—HONGKONG.

CANTON INSURANCE OFFICE IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a GENERAL MEETING OF SHAREHOLDERS in the above Office will be held at No. 7, Queen's Road, Hongkong, on WEDNESDAY, the 29th day of November next, at HALF PAST ELEVEN O'CLOCK in the forenoon, when in accordance with "the Companies Ordinance 1865" the Accounts and Report of the Liquidators regarding distribution of Assets and liquidation of the Office will be presented.
F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD, }
Canton Insurance Office in Liquidation.
Hongkong, 30th October, 1882. 1995

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of the SHARE numbered 1077 in this Company, standing in the Register in the name of Mr. R. W. IRWIN, having been mislaid or lost by him, NOTICE is hereby given that a NEW CERTIFICATE for such SHARE has this day been issued to the said R. W. IRWIN as such Registered Proprietor of the Share mentioned, and that the Original Certificate will hereafter be held by the Company as null and void.
Dated the 25th day of October, 1882.
By Order of the Board of Directors,
JAS. B. COUGHTRIE,
Secretary.
1976]

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia, from the 11th day of May to the 31st day of December, 1881, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 23rd September, 1882. [1793

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th September, 1882. [1739

JOHN BALLEY WHITE & BROTHER'S PORTLAND CEMENT,
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [1719

NOTICES TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship
"PANDORA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before Noon, on the 6th proximo, or they will not be recognised.
No Fire Insurance has been effected and any goods remaining in the Godowns after the 10th proximo will be subject to rent.
Bills of Lading will be countersigned by
MELCHERS & Co.
Agents.
Hongkong, 30th October, 1882. [1962

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENARTNEY"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence delivery may be obtained.
Optional Cargo will be forwarded after the 6th November will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 30th October, 1882. [1999

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO.'S S.S. "PATROCLUS." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 4th Nov., for shipment per steamer "NESTOR."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th October, 1882. [1966

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PATROCLUS," are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th October, 1882.
Goods undelivered after the 5th November, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th October, 1882. [1966

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENFINLAS,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 28th October.
Cargo remaining undelivered after the 4th November, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be Countersigned by
JARDINE, MATHESON & Co.
Hongkong, 28th October, 1882. [1990

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"ANTONIO,"
Captain Seaborne, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before FOUR P.M., TO-DAY, the 25th instant.
All claims against the steamer must be presented to the undersigned on or before the 4th November, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 25th October, 1882. [1970

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex "IBAOUADDY"
G F P in triangle, 50 Bales Cotton, Order, from Madras.
E N & C 20 Bags Sharping Stone, Order, from Madras.
K C 8 Bales Male Twist, Order, from Madras.
G. DE CHAMPEAUX,
Agent.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND INTERIM BONUS of Five per cent. upon CONTRIBUTIONS, and a Second Interim Dividend of Thirty Dollars per SHARE for the year 1881 will be payable on SATURDAY, the 28th instant.
WARRANTS may be had on application at the Office of the Society on and after that date.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 28th October, 1882. [1991

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Society's Head Office, Hongkong, on SATURDAY, the 11th day of November, 1882, at 12 O'CLOCK, NOON, for the purpose of Confirming as Special Resolutions the Resolutions for the Amendment of the Society's Articles of Association passed at the Extraordinary General Meeting of the Society held on FRIDAY, the 27th day of October, 1882.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated the 28th day of October, 1882. [1985

A LARGE MERCANTILE FIRM in England, principally engaged in the HARDWARE line, but executing INDENTS in all BRANCHES of TRADE wish to meet with an energetic Gentleman to act as Resident Agent in Hongkong on Commission. Liberal terms and facilities will be given. One with a connection amongst the principal Indentors preferred. Satisfactory reference required.
Address
C. W. WARNEFORD,
26, Wellington Road,
Edgbaston,
Birmingham.
1993]

INTIMATIONS.

THEATRE ROYAL.

BY KIND PERMISSION OF LIEUT. COLONEL HOBSON
THE AMATEUR DRAMATIC CORPS OF THE BUFFS
WILL GIVE
2 PERFORMANCES,
on
MONDAY and TUESDAY EVENINGS,
November 6th and 7th,
for the benefit of the Widow and Children of the late Mr. BOYD, Head Commissariat Clerk.

The Performance on TUESDAY, the 7th Nov., will be under the Patronage of
THEIR EXCELLENCIES THE ADMINISTRATOR AND GENERAL SARGENT, C.B.

The Performance will commence with TOM TAYLOR'S CELEBRATED FARCE "A BLIGHTED BEING," and conclude with
J. H. BYRON'S well-known Burlesque "THE LADY OF LYONS."

The Music for the Burlesque has been arranged by Mr. H. QUINN, Bandmaster of "The Buffs," introducing all the popular airs of the day.
The Band of The Buffs will play between the Pieces.

Doors open at 8.30, to commence at 9 o'clock.

PRICES:
First Night:—Dress Circle, $2.00; Stalls, $1.00; Pit, 50 cents. Soldiers and Sailors in uniform half price to Stalls and Pit.
Second Night:—Dress Circle and Stalls $2; Pit $1.

The Plan may be seen and Seats secured at Messrs. KELLY & WALSH'S.
Hongkong, 26th October, 1882. [1977

CHRISTMAS CARDS.
NOW ON VIEW.
(FOR THE XMAS MAIL LEAV

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 16th January, 1877.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

All letters for publication should be written on one side of the paper only.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 30th instant, by the Rev. W. Jennings, Colonial Chaplain, CARL GEORG WURMBACH, Marine Surveyor, Shanghai, to LAVINIA AGNES BOX. [2005

DEATHS.

On the 13th instant, at Shanghai, GEORGE GLASS, formerly of Hongkong, aged 43 years. [1936

On the 29th October, Mrs. LOUIS, the beloved wife of the Rev. W. Louis, acting Superintendent of the Berlin Foundling Hospital.

The Daily Press.

HONGKONG, OCTOBER 31ST, 1882.

We have already alluded to some of the exaggerations and misstatements with which Sir JOHN POPE HENNESSY's speech at Nottingham on the Repression of Crime is so thickly studded, and exposed the fallacy of his arguments. To-day we would draw attention to another assertion, the utter falsity of which we will demonstrate by a few statistics. The Ex-Governor claims, as the result of his criminal policy in this Colony, that there has been "an immense diminu-"tion in crime and outrage." It is, however, one thing to make the bare assertion, and another to give proof of its correctness. In the Blue Book for 1881, recently issued, we find some decennial tables prepared from the annual returns furnished by the Police Department and the several Courts of the Colony, which will help to show how far Sir JOHN HENNESSY's bold statement can be relied upon. These tables are divided into two quinquennial periods, the first embracing the five years from 1872 to 1876 inclusive, the latter from 1877 to 1881 inclusive. The serious offences in the first five years numbered 6,757 and in the latter five 11,354; the minor offences 28,864 in the first period, and 22,109 in the second period. Aggregated, the cases, serious and minor, were 35,621 in the first period as compared with 33,463 in the second, showing a decrease of 6.05 per cent on the whole during the five years of Sir JOHN POPE HENNESSY's administration. But when these figures are analysed it will be seen that there was an increase of 68 *per cent. in the number of serious offences*, the decrease being made up of minor offences, due chiefly to the partial suspension of the provisions of the Light and Pass Ordinance during Sir JOHN's term of office. To show that this was the case we will refer to the table of returns of minor offences, which gives the number of cases under this Ordinance at 6,724 in the first quinquennial period and 3,654 in the latter. This cause and the very material decrease in the number of cases of drunkenness—due to the diminution in the number of sailors and grog-shops—more than account for the decrease of minor offences. It may be urged, however, that the population having grown since 1876, allowance must be made for that fact. Making such allowance, according to the increase shown by the last census, we still arrive at the conclusion that there is an increase of 44 per cent. in the cases of serious crime. Similar results accrue from examination of the convictions, which in serious cases are as 70 in the first period to 86 in the second; while those in minor cases are as 323 in the first to 277 in the second period. Instead, therefore, of the "immense diminution" of crime of which Sir JOHN POPE HENNESSY boasts so brazenly, there has really been a material increase of serious crime during his maladministration of the Government as compared with the term of office of his worthy predecessor Sir ARTHUR KENNEDY. We commend the facts contained in the tabulated returns from which we have gleaned the above facts to the careful attention of the members of the Social Science Congress who have taken Sir JOHN at his own valuation. We commend them also to the earnest notice of the Colonial Office in order that the Secretary of State may know how far the utterances of the arch traducer of Hongkong are to be trusted, and be able to judge whether he is a proper person to whom to commit the destinies of another portion of Her Majesty's dominions. It is to be hoped that the report of Sir JOHN POPE HENNESSY's appointment to Queensland is not correct, though we long ago suggested its probability. Fortunately for their interests, the Queenslanders are not so helpless as the residents in Crown Colonies.

The Superintendent of the Eastern Telegraph Company informs us that the Manila land lines are restored.

The British steamer *Greyhound* was to take the place of the German brig *Elise* on the Slip at Kowloon last night.

Telegrams for Bangkok can go forward by mail closing at Singapore at 4 p.m. to-day, the 31st instant.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the steamer *Minard Castle* left London for China on the 18th ultimo.

We are informed by the Agents (Messrs. Butterfield and Swire) that the O. S. S. Co.'s steamer *Nestor*, from Liverpool, left Singapore for this port and Shanghai yesterday evening.

The Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China S. N. Co.'s chartered steamer *Moray*, from Calcutta, left Singapore on Saturday, the 28th instant, for this port.

The Agents (Messrs. Adamson, Bell & Co.) have received cable advices announcing that the Castle Line steamer *Gordon Castle*, from London, is to leave Singapore to-day for Hongkong and Shanghai.

We have received from Messrs. Kelly and Walsh, some specimens of their new Christmas and New Year Cards. They are new and beautiful in design, and show considerable improvement even on the elegant cards of last year. Some of them are hand-painted, and all are chaste and varied. They are indeed genuine works of art, many of them being designed by distinguished English artists.

Grave fears are entertained in this colony with regard to the safety of the steamer *Paladin*, which was due here eight or nine days ago from Saigon. On inquiry at the office of the consignees, Messrs. Ah Yon & Co., yesterday evening, we learned that the steamer had left Saigon thirteen days, and though she ought to have reached this port in about five or six days, nothing whatever has been heard of her. There is therefore only too much reason to fear that she has been lost. The steamer *Crusader* left on the same day, the 17th, and reached here on the 23rd. She reported fine weather and a light sea to the Paracels, and from thence to this port fresh N.E. gale with heavy cross sea. The *Atalanta* left on the 18th, and arrived here on the 24th, but gave no report as to her passage. The British steamer *Marlborough* left Saigon on the 19th inst., and arrived here on the 25th, and she reported having on the 20th fresh N.W. wind, veering to S.W., and then to S.E. with very hard squalls. Latter part of the voyage fresh N.E. monsoon with usual weather. It will be seen by the two reports furnished that heavy weather was probably encountered by the *Paladin*. The non-arrival of the *Paladin* reminds us of the fate of the *Pardo*, when making the same passage some five years ago, which vessel went down presumably in mid-ocean, nothing having ever been heard of her.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 28th October.

PARLIAMENTARY THANKS TO THE BRITISH ARMY IN EGYPT.

Parliament has passed a vote of thanks to the army for the gallantry of the troops in Egypt.

The House then adjourned to November 10th.

PANIC IN LYONS.

A panic prevails in Lyons and fears are entertained of a socialist rising; the troops are being reinforced.

SUPREME COURT.

30th October.

IN VICE-ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

ASHTON V. LYON.

This case, the action for salvage against the owners of the steamer *Yorkshire*, was resumed at 11 o'clock.

Mr. Francis, instructed by Messrs. Brereton and Wotton, appeared for the plaintiffs; the Attorney-General, instructed by Messrs. Sharp, Toller and Johnson, for the defendants.

The following further evidence was called for the plaintiffs.

James Wilkie, chief engineer of the *Douglas*, said he was on board his vessel when she was assisting the *Yorkshire* in Hoocton Bay. The *Douglas* made four attempts to get the other vessel off the ground, the last of which was successful. The regular pressure carried on the boilers of the *Douglas* was 80 lbs., and she was regulated to 90. In the attempts to tow the *Yorkshire* off the pressure used was from 80 to 90, and on the two last occasions the full power was used. The expansion gear was opened out, and all the pressure that could be made was used. Using the engines in such a way in a vessel that did not move would put a heavy strain on the engines, but it did not necessarily entail a repair as long as everything was in good condition. It involved, however, considerable risk. An unusual amount of labour was also entailed for lying at anchor.

Cross-examined by the Attorney-General—The engines were adapted to the power of the boiler, and the pressure he used was not perhaps dangerous if the engines were in thorough good order, but it was unusual.

Mr. Francis said this completed his case with regard to the *Douglas*.

The Attorney-General said he had fully stated his answer to the case in the pleadings, and he therefore proposed at once to call his evidence.

Captain William Wilson Lyon, master of the *Yorkshire*, said that on the 16th September the *Yorkshire* was on a voyage from Shanghai to New York, and he was going to call at Amoy. He mistook Dodd Island lighthouse and went into Hoocton Bay by mistake. He found his mistake after he had got some distance in. He then turned round to make his way out, and he grounded on the N.E. bank of the large shoal. Witness here produced his log-book. The weather at the time was fine, with a smooth sea, and the time was 11.40 a.m., with the tide at high water. The vessel did not go on with any shock, and he did not feel her taking ground. When he found he was aground, the engines were reversed, but with no effect. He then sent the chief officer with a boat's crew to take soundings, and that officer reported deep water on the port side, and shoal water on the starboard. He sounded round the ship to the distance of half a mile, the nearest being 15 or 20 fathoms on the port quarter. The tide was just on the turn when the soundings were taken. He then carried the kedge anchor from the port quarter in eight fathoms of water. He sent the second officer to Amoy by a junk for assistance. The boats were cleared away, and he prepared to get out his bower anchor on a plan he had formed. He attempted to carry it out that evening, but it failed on account of the boats not being strong enough, and two of them were damaged. That was on the 14th, and at high water on the 15th he made another attempt to get the vessel off, but could not move her. After the water had fallen about a foot, he stopped the engines. On the morning of the 15th Capt. Boswell, of the *Kung Pai*, came on board and offered to render assistance. With that officer's assistance he again tried to get out the port anchor without success. The *Kung Pai* also attempted to tow the *Yorkshire* off, but failed after parting the best wire cable of the *Yorkshire*. On the morning of the 15th the *Haitoong* came with four junks and 200 coolies. On the afternoon of that day witness made another unsuccessful attempt to get out the anchor, and another attempt to steam off the bank in the same way as before also failed. On the next morning the *Douglas* arrived, and Capt. Ashton came on board and offered assistance. Witness had a consultation with Captain Ashton as to getting out the anchor. Captain Ashton had seen the last unsuccessful attempt. Soundings were also taken by Captain Ashton. Before this time they had no suitable boats to get the anchor out, but on this day it was accomplished, and the anchor was got into eight fathoms of water at half tide. The plan produced by the plaintiffs as to the position of the ship was therefore not correct, as it represented the anchor at the five fathoms line. There were 100 fathoms of cable out, and the distance from the hawse hole to the anchor was 90 fathoms, though to the surface of the water it was a little less. The engines were put at work between one and two a.m. on the 18th, and a strain was put upon the port anchor by the steam windlass to get the ship off, but no towing. The windlass had a power of 36 tons. The ship was not moved then. During this time the 200 coolies had been at work getting the cargo from the ship into the junks when the tide would allow. In the middle of that day, the 18th, the *Douglas* made her first attempt to tow the *Yorkshire* off. The distance from the bow to the five fathom line was 50 or 60 fathoms. The steel hawser was brought out in a boat from the *Douglas*, and joined to witness's Manila hawser. The *Douglas* then commenced to pull, and for this purpose she did not come nearer than 60 or 70 fathoms to the *Yorkshire*. There was no result from the attempt. At the time the *Douglas* was towing she was 80 or 90 fathoms from the *Yorkshire* and when she ceased steaming and the hawser slacked she was drawn back to about 60 fathoms from the *Yorkshire*. The tide at that time, a neap tide, was just on the turn and was by no means strong. It did not affect the *Douglas* when she was steaming, but when she stopped, the tide drifted her stern round. If the *Douglas* became in danger from this drifting, of getting aground, there was nothing to prevent her putting on steam again to avoid it, but of course she wanted to get free as the tide was falling, and it took two or three minutes to take turns of a rope of that size off the windlass. On the 18th they cut the Manila hawser close to the steel hawser to let the *Douglas* free herself, and she steamed into deep water. At the next tide the *Douglas* did not tow, but witness put on his engines on full steam, and succeeded in moving the bow of the *Yorkshire* to the east in a line with the anchor, about half a point, or 15 or 20 feet. She pivoted about the midmast, as he could afterwards, at low tide, see the bed in the sand in which she had been lying which she made for herself. The point on which she pivoted was about 50 feet from her stern post. That afternoon the *Douglas* again towed, and this time the steel hawser was not used. The head of the *Yorkshire* was moved 15 or 20 feet out and the *Douglas* did not come to within less than 60 fathoms of the *Yorkshire*. The bow of the ship was then moved about another half point. On the 20th no more towing was done, but by her own engines, and the windlass pulling on the anchor, the bow was got out about 10 feet more, and at the next tide the same day her head was pulled out almost at right angles with her original position. There was then 22 feet of water at her bow, which at full tide would be increased to five fathoms. The next day, the 21st, the *Douglas* had the *Yorkshire* in tow again, and succeeded in getting her off. She was got off gradually and not with a rush. He thought it was possible she might have gone with a rush, as she hung only in one place. As soon as she was moving off, he signalled to the *Douglas*, by a means which had been previously arranged, to the effect that he was coming off, and warning him to look out. Captain Ashton had his tow rope stood by, and got out of the way, and the vessels did not approach nearer than about 100 feet of each other. The power of the winch was sufficient to break the hawser, but the towing power of the *Douglas* was not sufficient to part it. It was capable of bearing a strain of about 20 tons. Witness moved his ship with the steam windlass, and he thought he would very likely have been able to get her off along with the pull of the windlass on the anchor, and the power of his own engines.

Cross-examined by Mr. Francis—At the time she struck, the *Yorkshire* was drawing 17 feet 10 inches, and 18 feet, and her engines were of 250 horse-power nominal. Her net tonnage was 1,426. At the time she struck she was going about seven knots an hour, not her full speed. The lighthouse on the Dodd Island was the sole cause of his mistaking Hocotow Bay for Amoy Bay. It was not notified, and he was not aware of its existence. Witness was steering by compass and heading for Dodd's Island. He struck at noon at high water and scarcely felt himself going aground. At the time he struck he had 18 feet 6 inches under the bows of the steamer, and 19 feet under the stern. It was dead low water at six p.m., and at that time the ship was dry on the starboard side abaft the main rigging. There was about three feet forward. There was water all along the port side. He worked his engines sometimes ahead and sometimes astern after he struck, but they had not enough effect to drive the ship further up the bank. Captain Ashton disapproved of the plan he was using of getting out the anchor, but considering the position and experience of Mr. Mole, under whose superintendence it was being done, he did not like to interfere with him. Between the 14th and 17th the vessel's stern had been driven further up on the bank. He did not think the bow shifted higher up. The witness was further cross-examined as to the position of the vessel as marked on the plans which had been produced. With reference to the *Douglas*, he said, he at one time thought she was very near beaching. He only judged this by the actions of those on board. He did not call out to them on the 18th to cut the cable. He did call out on the 21st, when the vessel came off, because he thought it would be better for both that it should be cut. A collision might have occurred at that time; it required a great deal of care to avoid it, but not more than the ordinary practice of seamen. When the *Yorkshire* came off the bank she shot past the *Douglas*; she was going at a greater rate of speed. If the *Douglas* and *Haitoong* had not turned up, there were other steamers in Amoy ready to come to her assistance. There were nine junks and six ordinary cargo boats engaged. The junks, if there had been no steamer, would have had to run with their cargo to Amoy and come back again. They would carry 30 to 40 tons. The assistance of the two steamers forwarded the work of getting out the cargo very considerably, but he did not think it was done in less than half the time that it could have been done in without their assistance. He did not think the work was particularly hard on the men. He did not think the time of year was the very worst for typhoons. He thought August was the worst month. Under the circumstances, however, with the tides neaping, it was of the utmost importance to get the ship off as soon as possible.

Re-examined by the Attorney-General—He had been in a typhoon on the 12th, two days before he got ashore, and they did not come every day. He was told by the agents that they had been making arrangements with other steamers to come to the assistance of the *Yorkshire*.

Adjourned until to-day at half-past ten.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

LEONG YUNG V. LEONG WA HUI, $301.21.

Mr. Wotton appeared for the plaintiff, and Mr. Mossop for the defendant.

The plaintiff claimed $301.21, and the defendant on coming into court admitted $265.21, which the plaintiff accepted rather than occupy the court over so small a difference, and judgment was given for the plaintiff for $265.21, the question of costs reserved.

SING CHUI V. CHUN KUNG AND ANOTHER, $259.88.

Mr. Wotton appeared for the plaintiff, who claimed $259.88, being for goods sold and delivered to the defendant. The plaintiff proved the debt and judgment was given for the plaintiff with costs.

POLICE COURT.

30th October.

BEFORE CAPT. H. G. THOMSETT, R.N.

ROGUE AND VAGABOND.

Lai Ahe, hawker, was charged with being a rogue and vagabond, in that he was caught gambling with several others in Pound-lane. He said he was not gambling but taking his meal, but the magistrate would not believe him and sent him to fourteen days to gaol to get his meals and hard labour there.

BEFORE MR. H. E. WODEHOUSE.

STEALING FROM THE PERSON.

Cheng Alum, who described himself as a hawker, was charged with stealing from the person of Chung Ating a bundle containing six pieces of clothing and four dollars, on the 29th instant.

Defendant said that he did the deed because his mother was dead and he wanted to raise money for her funeral.

Sentenced to six months' hard labour.

BREACH OF THE OPIUM ORDINANCE.

Wong Ayan, boiler-maker, was charged, on remand with being in possession of prepared opium without a permit from the Opium Farmer, on the 18th instant.

P. S. James, Smith proved the charge and the defendant was fined $25, with the alternative of one month's imprisonment. The opium and utensils for boiling and retailing the drug found in defendant's possession were ordered to be forfeited according to the law.

A CHINESE DESCRIPTION OF NORTH BORNEO.

The following is a translation of a letter which appeared in yesterday's *Universal Circulating Herald*, written by Mr. Fung Ming Shan from Sandakan:—

It had been my intention for some time past to travel abroad in order to extend my knowledge and increase my experience, as I had nothing to occupy me in Hongkong. About the beginning of last moon, having heard that British North Borneo was then open for colonization, I determined to pack up my things and betake myself there. Before my departure many friends requested me to note down all my personal observations and experience and transmit the result to them by letter, so that they might be able to judge for themselves. I have pleasure in forwarding you this letter for publication containing a general outline of all that I have seen and heard, and I beg my friends to accept this as equivalent to letters addressed to them personally. On the 5th day of the 8th moon, in the morning, the steamer *Hainan* left Hongkong for North Borneo. I and thirty-three others together with two Europeans constituted her passengers. We reached Kudat on the morning of the 12th day, having completed the passage in seven days and travelled over 1,100 miles. We would have arrived there sooner had it not been stormy for two whole days, which retarded our progress. When we were still 20 or 30 *li* from Kudat I perceived that the land on either side of us as far as the eye could reach was densely wooded. On near approach, I could distinguish 40 or 50 wooden huts and matsheds and eight new brick houses on the eve of completion, having dark red roofs and walls, the building materials of which, as I learned afterwards, were brought over from other parts. After breakfast, I went on shore in the company of several fellow-passengers to explore the place, and discovered there were some ten or twenty shops kept by natives of the Two Kwangs. They were traders in a small way, and among them we found several persons from San Ning, having the surname of Li, who invited us in for a chat. We inquired of them their history and their ideas of the future prospects of this locality, and were informed that they had been at Kudat for three or four months, and that there was not much business being done, and the climate was not over good. Farther, we were told that there was great difficulty in getting fresh water, the nearest stream being nearly eight *li* off, and that in the fifth and sixth moons there were many deaths from cholera, but at the present time the epidemic had ceased and they had a lucky escape. The native products to be obtained in this part of the country are rattan, timber, gutta-percha, birdsnests, &c., although none of them are to be had in very large quantities on account of the distance and difficulties of transport. Kudat occupies a large area of flat country bounded behind by a range of hillocks of no great height. It has an extensive sea coast and deep water affording good anchorage for vessels, and several small rivers leading from it into the interior. From its appearance one might suppose that the place has not been opened up very long, perhaps not more than a few months. Everything seemed to be in a rough state, which did not give the locality quite a comfortable appearance. The English, however, were working assiduously, exerting their whole energy to the felling of trees, burning of jungles, and the making of roads, so that in a few years we may possibly find this little settlement growing into a populous city.

On the 13th day of the 8th moon, early in the morning, the *Hainan* proceeded to Sandakan, and at noon on the following day we arrived at our destination. I and my friends, Messrs. Ng Weinam, Woo Yik-nam, Ja Kwok-ying, and others put up for the time being at Chee Hing Leang shop, which is kept by one Mr. Chun-Chee-ting, of Heang Shan, for the purpose of carrying on the business of supplying the Government with provisions, and from which he had derived considerable profits. Mr. Chun had been here for four or five years, and was the first of the Chinese settlers who occupied this locality. He is hospitable, and very much respected by the Europeans. I am much indebted to him during my residence in his house for his kindness and willingness to oblige. As regards my other fellow passengers, some took up their abode in the different shops belonging to natives of the Two Kwang, and others went to the Kwang Tong Club. It is over four years since Sandakan was thrown open to admit settlers and now it has about 3,000 inhabitants, among whom there are about 500 natives of the Two Kwang, about 200 men from Fokien, and over 30 Europeans; the rest are Malays and natives of Sulu and one or two hundred Indian policemen. There are from 30,000 to 40,000 natives of Sulu in the neighbouring settlements and the interior. Their occupations are the gathering of rattan, gutta-percha, and birdsnests, and fishing, but they are generally lazy and neither plant nor sow; hence any article that requires some amount of manual labour to produce is scarce. The Malay language is generally in vogue here, but there are some who understand the Sulu dialect. Concerning money, coins of all descriptions are used as long as they bear no chop of any sort "clean." Sandakan fronts the South and has high hills at the back of it. It has an extensive coast line and a splendid harbour well flushed and sheltered; so there is no danger of any damage arising from a typhoon. At present there are several hundred houses and shops, all built of wood and matting, and no brick buildings have yet been erected. Some of the houses are so constructed as to partially overhang the water and on hilly ground, for the reason that there are few flat pieces of land to be had and scarcely any bricks or tiles. The inhabitants are forced to have resort to these somewhat primitive buildings for their temporary abode. Brick-kilns are now being constructed which will turn out three to four hundred thousand bricks per month, and the erection of lime-kilns and tile works will be proceeded with next. Merchants here are driving a good business, and in my opinion the day will not be distant when Sandakan will become a beautiful and populous port, with many lofty buildings whose lordly towers will reach the sky. The principal native products here are rattan, timber, fresh fish, birdsnests, gutta-percha, and camphor, but there are others to be found, such as trepang, sharksfin, mother-of-pearl, seaweed, yellow wax, tortoise-shell, ivory, rhinoceros horn, &c. All the products are conveyed by the natives of the neighbourhood down to this port, who generally have them exchanged for other goods. I was informed that previous to my arrival here, goods were imported solely from Singapore and Labuan with considerable profit. There are two shops here, one of which goes by the name of Hung Yuen May, the other Kum Wing Fat, kept by a Fokien man, who, we were told, has already made some thousands of dollars since his arrival three or four years ago. He may be said to have first reached the top of the ladder and to remain there alone in his glory. The climate here is extremely good. The water is pure, sweet, and cool, and not to be surpassed even by that obtained from the well of the White Cloud Mountain, near Canton. For this reason there has been but very little sickness among the inhabitants during the last few years. Some say there is iron to be found in the mountains of this neighbourhood which impregnates the water, making it so wholesome. I do not know whether this is the fact or not. The air is mild, there is a cool breeze blowing night and morning, but in the evening a lined coat only is necessary.

There are no mosquitoes, so that one can always have a comfortable sleep. At mid-day the temperature is very hot, and this is so throughout the whole year except in the winter time, when the increased rain all cools the air a little. The land is very fertile, and anything will grow in it, and ripen irrespective of seasons, as the weather is nearly always the same, neither too hot nor too cold. Some people have brought over a large variety of gourds, fruits, vegetables, &c., from the Two Kwang and planted them. They found their size and flavour greatly increased and they are more palatable than those reared in their native soil. I believe the fine varieties of corn will grow here, but the soil is not suitable for wheat and cotton. The cost of living is moderate; one can live upon three or four dollars per month on account of the excessive cheapness of fresh fish, rice, and firewood; but sheep, pigs, cattle, fowls, ducks, and other domestic requirements are uncommonly dear, about double the ordinary price in Hongkong, because there are few persons importing them. All the surrounding mountains are densely-wooded, and trees are seen everywhere, some of great size, tall and straight. The largest of them is over 100 Chinese feet high and will take two men to encircle it with their arms. Free permission is given to all to utilize them, as the English are anxious to have the country cleared as soon as possible, and are now employing workmen to cut down trees and burn them. I saw piles of them everywhere and most of them are of good quality and may be utilized with advantage. I could hardly suppress a sigh to see so much timber lying about useless, and no one will collect it even for firewood. This shows what a quantity of wood there is. A few hundred *li* from port, as I am told, there are guano-beds, birdnest caves, gold ore, &c. They have been discovered, but steps have not yet been taken to procure them. I learned further that much land near Sandakan, amounting in all to over 76,000 acres (1 acre English = 3 Chinese acres), has been taken up for the purpose of plantations by a large number of people. Since this is the case there will be nothing to prevent Sandakan from becoming a populous city when pioneers have done their work and land produce has increased. According to the Government regulations, all import goods, with the exception of rice, flour, wheat, and all necessaries for daily consumption, are liable to an *ad valorem* duty of $5 per hundred. Opium, wines, and spirits have already been farmed out by the Government. As regards exports, an *ad valorem* duty of $10 in the hundred is imposed on all land produce. Land at Sandakan is divided into lots, each 33 feet wide and 66 feet deep, and is to be sold by auction. Each lot has a reserved price of $16, and its purchaser is entitled to a lease for 999 years, provided he shall pay an annual ground rent of $6. If the purchaser prefers it, he may pay down at once the sum of $60 besides the price for every lot he purchases, and this payment will entitle him to hold such land free of all ground rents during the term of 999 years. Concerning the purchase of land for the purposes of planting, every one is permitted to choose for himself the site and quantity at a fixed value of $1 per acre, and there will be no ground rent. Now although land has to be cleared for plantations, still the expenses for its clearance are not great; the natives here will be glad to undertake the work for $5 per acre, and the wood thus obtained will help to defray the cost. At the present moment workmen are scarce and we stand in most need of carpenters and bricklayers, each of whom will probably get wages from 60 to 70 cents per day. Next we want more artisans and labourers, such as road makers, farm labourers, wood-cutters, fishermen, ship-builders, &c.; they will get daily about 30 or 40 cents each. As to those who wish to do business in this port it is necessary that they should bring over some capital with them, more or less according to circumstances; for a large capital of several hundred thousand dollars may be employed with advantage in extensive plantation, and yet a small one can be profitably employed in importing goods for the purpose of mutual exchange with the natives, and there are cases known to us where persons have made several hundred per cent off their goods by such exchange. This then is a rough sketch of the general prospects of Sandakan.

TIENTSIN.

12th October.

Vice-Admiral Willes has been poorly since his return from Tientsin; his sickness is said to have prevented him from calling on Li Hung-chang, and he leaves to-morrow in the *Vigilant* accompanied by the *Swift*.

It appears the report in regard to the French gunboat, with the French Admiral, has been merely a rumour; so far His Excellency has not arrived.

News from Peking is that Prince Kung is still sick; Kwang, under Dr. Dudgeon's treatment, is almost cured, and has asked Prince Kung to place himself in the hands of Dr. Dudgeon.

These five prisoners who were sent up per *Haeting's* trip before last, have been beheaded.

The Chinese officials now begin to appreciate H.E. Li's band; they are glad to have it to play when they entertain their friends. A few days ago the Custom's Taotai had it; to-morrow General Wang, of the Artillery, will have it to play outside of West Gate, known as West Camp, instead of in the Recreation Ground, where it was to play each Saturday at 5 p.m.

THE KOREAN KING TO THE CHINESE GOVERNMENT.

LETTER OF THANKS FOR THE ASSISTANCE OF CHINESE ENVOYS.

Secretly and with bowed head, Your Servant ponders how he has held the post with which he has been entrusted [by the Emperor], without blame. But the times are troublous; internal dissensions have been rife, and external relations have been already marred by grievances. Now we have been graciously favoured with the compassion bestowed upon our little country by the Sacred Court, in that we have received the favour of the Celestial forces in assisting us who are so far away. They have suppressed anarchy and put an end to disorder, removing difficulties and relieving our differences. We are overwhelmed with gratitude for the grace shown to us by the Coverer—*heaven*—and the Supporter—*earth*—(*i.e.*, the Chinese Government) and are deeply sensible of our own sincerity towards the Emperor. Your Servant, and the Ministers and people of his country, are unable to express adequately their acknowledgments, and now reverentially present this Letter of Thanks. In genuine trembling and genuine fear, I, Hsi, bow the head, bow the head! Prostrate, I submit that the tributary state has many troubles. We have only recently experienced the terrors of the deep abyss and of thin ice (*q.d.*, imminent and great peril); but the Imperial spirit reaches far and wide, and we have undeservedly been favoured with the special love of Heaven and Earth. The events which have happened have been extraordinary, but the Emperor's Grace has been co-extensive with Creation at large. Prostrate, I ponder how unworthily I am protecting the Eastern land, and, far off, I pay homage to the Northern Star. For a long time I have been under Your protection and guidance; I look up to the increasing glory [of the Court], which shines on all alike. Reverentially I present the precious stone and silk, in the hope that I may be regarded as a loyal fief. At present, the little state has had sorrows both within and without, but the Imperial forces succoured us by both land and water, pitying our unpreparedness for battle, and our yet unplanned affairs. They arrested the wanton acts of the depraved and wicked, granting no pardon to those who had brought themselves under the law. How can we ever repay such generous consideration as this? I now prostrate myself beneath the steps of my lord the Emperor, basking in the glory of his precious Throne. The Emerald Chart embraces every country. Ceremonies, music, and the quelling of insurrections are in the Emperor's own hands, and he dispenses them in accordance with his intelligence. Rain and dew (*metaphorical for favour*) *hoarfrost* and snow (*metaphorical for severity*) have all their appointed seasons; the [Imperial] precepts assume many forms, and our petty realm is favoured with great kindness. May I not venture to emulate even the raindrops as they fall upon the dust in attempting to do my duty as a submissive tributary? The past will be to me a warning to be more careful [in the future] that I may yet catch the reflected rays of sunlight from the elm tree, waiting upon the Great Country with true purpose of heart, even as the sunflower turns willingly towards the Sun.

[Although for the sake of convenience much of the above letter is rendered in the second person, it must not be understood as addressed to the Emperor direct. This is a privilege not permitted to the Korean King. The translation is a hasty one, but presents a generally accurate idea of the original which we acknowledge to our contemporary the *Shên Pao*.—ED. *N. C. Daily News*.]

Thames Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Adrt.] [631

COMMERCIAL INTELLIGENCE.

MONDAY, 30th October.

EXCHANGE.

IN LONDON.—
Bank Bills, on demand..... 3/8½
Bank Bills, at 30 days' sight.. 3/8¾
Bank Bills, at 4 months' sight 3/9
Credits, at 4 months' sight ..3/9¼
Documentary Bills, at 4 months' sight 3/9½

ON PARIS.—
Bank Bills, on demand 4.68
Credits, at 4 months' sight.....4.76

ON BOMBAY.—Bank, 3 days' sight 223½.

ON CALCUTTA.—Bank, 3 days' sight 225½

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares—144 per cent. premium.

Union Insurance Society of Canton, Limited—$1,760 per share.

China Traders' Insurance Company's Shares—$1,550 per share.

North China Insurance—Tls. 1,225 per share.

Yangtsze Insurance Association—Tls. 850 per share.

Chinese Insurance Company, Limited—$232½ per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$95 per share.

Hongkong Fire Insurance Company's Shares—$1,065 per share.

China Fire Insurance Company's Shares—$342½ per share.

Hongkong and Whampoa Dock Company's Shares—50 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$32 per share, premium.

Indo-China Steam Navigation Co.'s Shares—7 per cent. discount.

Hongkong Gas Company's Shares—$82 per share.

Hongkong Hotel Company's Shares—$107 per share.

China Sugar Refining Company, Limited—$195 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—$109 per share.

Hongkong Ice Company's Shares—$157½ per share.

Hongkong and China Bakery Company, Limited—$65 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—2½ per cent. prem.

CHARTERS EFFECTED.

The following settlements are taken from Messrs. STEIL & LAMKE's Freight Circular:—

Carmelita & Ida—German bark, 438 tons, to Hamburg, private terms.

Gustav & Oscar—German ship, 1,352 tons, Manila to London, £3 10s. per ton hemp.

Rossini—German bark, 1,003 tons, one port Philippines to New York, gold $10 per ton sugar.

Schwan—German brig, 276 tons, Chefoo to Hongkong, $1,150 in full, 28 lay days.

Charity—British bark, 432 tons, Saigon to Iloilo, 21 cents per picul, 20 lay days.

Glenary—British three-masted schooner, 283 tons, to Iloilo and back, $2,000 in full, 25 lay days.

Comm. Rodbertus—German bark, 370 tons, Newchwang to Hongkong, 22 cents per picul, 25 lay days.

Carl Wilhelm—Danish brig, 242 tons, Bangkok to one port in Java, fish 48 cents per picul, rice 40 cents per picul, 40 lay days.

Printemps—French bark, 357 tons, Keelung to Hongkong (two trips), $1.85 per ton, each trip, 11 lay days.

Gesine Brons—German bark, 402 tons, Quinhon to Singapore, $1,400 in full, 26 lay days.

Carlos—German steamer, 760 tons, Saigon to Hongkong (re-charter), 13½ cents per picul, 5 lay days.

Olympia—German steamer, 783 tons, to Saigon and back, $3,500 in full, 12 lay days; Saigon to Hongkong (re-charter), 15 cents per picul, 7 lay days.

Phönix—German steamer, 782 tons, to Saigon and back, $4,000 in full, 13 lay days; Saigon to Hongkong (re-charter), 14½ cents per picul, 7 lay days.

Cassandra—German steamer, 1,097 tons, Saigon to Hongkong, 14 cents per picul, 9 lay days.

Himalaya—British steamer, 514 tons, Saigon to Hongkong, 23½ cents per picul, 7 lay days.

Paladin—British steamer, 879 tons, to Saigon and back, $1,000 in full, 13 lay days; Saigon to Hongkong (re-charter), 14½ cents per picul, 7 lay days.

Nona—German steamer, 669 tons, Saigon to Hongkong, $2,850 in full, 7 lay days.

Atalanta—German steamer, 784 tons, Saigon to Hongkong, $3,000 in full, 7 lay days.

Crusader—British steamer, 647 tons, Saigon to Hongkong, $3,150 in full, Saigon to Hongkong (re-charter), 15 cents per picul, 7 lay days.

Alwine—German steamer, 400 tons, to Bangkok and back (two trips), $4,200 in full.

Phönix—German steamer, 739 tons, monthly charter, three option, three months, $4,000 per month.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 30th.	
Barometer—9 A.M.	30.116
Barometer—1 P.M.	30.040
Barometer—4 P.M.	30.058
Thermometer—9 A.M.	77
Thermometer—1 P.M.	76
Thermometer—4 P.M.	76
Thermometer—9 A.M. (Wet bulb

disinterestedness, saying that "Xaviers and "Bishop Pattersons appear at intervals to "prove that the apostolic spirit is not ex-"tinct among men;" but that it is rare that a man becomes a missionary if "he can 'do "as well' in a pecuniary point of view at "home." It must be allowed that the lust of the good things of this world influences ministers of religion in pretty much the same way as it does other people, and a man will generally find himself "called to another sphere of labour" (within the limits of honesty) when the call is accompanied by the promise of an increased stipend. The injunction to "go "forth without scrip or purse" is not usually considered applicable to the present age. The missionaries are, nevertheless, an honest, hard working, and intelligent body of men. But they are not Christianizing China, however much good they may be doing in other directions. As the *Times* correspondent says—"The excellence of the "Hindu and Buddhist religions, which be-"tween them sway half the human race, "forms a stumbling block in the way of the "ordinary missionary, but is full of hope "and promise to the enlightened few who "realize the idea that God has made one of "blood all the families of men." This corresponds with the remark of Deputy Surgeon-General MOORE that "when Christianity en-"counters pure Buddhism it meets an oppo-"nent somewhat worthy of its steel." The *Times* correspondent also says that "the "really devout Indians who have, under the "influence of Christian teaching cast off "Hindooism, have preferred to create a "new and, as they say, purer religion for "themselves rather than accept Christianity "in the form in which it is presented "to them by the missionaries." This reminds us of a remark of Sir CHARLES DILKE's which we had occasion to quote when writing on a similar subject some months ago. Referring to missionary enterprise in India Sir CHARLES DILKE said:—"Small as have been the positive visible re-"sults of Christian teaching, the indirect "effects have been enormous . . . . . The "spirit rather than the doctrinal teaching of "Christianity has been imbibed; a love of "truth appeals more to the feelings of the "upright natives than do the whole of the "nine-and-thirty articles." This is true in a qualified measure of China. Missionaries are undoubtedly doing a great and good work, not only in China and India, but all the world over. As one item of evidence on this point we may quote the following story of Mr. DARWIN:—Many years ago, when his attention was first seriously drawn to the study of anthropology, he expressed an opinion to a naval friend that the Fuegean savages had no single element of civilisation, and must be abandoned as being incapable of progress. After thirty years, some particulars of missionary work in that region were brought before Mr. Darwin, "and with that "simple candour and that true nobility for "which he was always distinguished, he "acknowledged that a great and marvellous "work had been done by the missionaries, "and he became a contributor to the society." Mr. Darwin's testimony on such a subject should, we imagine, carry some weight. With regard to China, Bishop BURDON says the supporters of the Protestant missions "think that from 40,000 to 60,000 "Christian adherents, baptized and un-"baptized, which is believed to be the pre-"sent result of Protestant missionary work "since, say 1845, do not indicate failure." The distinction between baptized and unbaptized is creditable to Bishop BURDON's honesty. Some men in his position might have taken credit for the round numbers without qualification. It is to be presumed that the "unbaptized" adherents cannot be claimed as out and out Christians, and we are not told how many are baptized and how many unbaptized. But numbers are of comparatively little importance; a small number of converts with whom Christianity is a living faith would be worth more than a host of lukewarm or mercenary adherents. The real success of missionaries is to be found in the result of their work on the population generally, apart from the question of proselytism.

THE FRENCH AND THE CHINESE IN TONQUIN.

The inaction of the French Authorities in Tonquin is simply incomprehensible. The French and Chinese are brought face to face in Tonquin; both of them have sent troops into the country, while the Annamese, who claim to be the ruling race, look on and doubtless wonder which they are to acknowledge as masters of the situation. The Tonquinese are probably anxious only to be rid of Annamese maladministration and care comparatively little under whose yoke they pass. The present utterly anomalous and unprecedented situation cannot last very long. The French are probably waiting for the *dénouement* of affairs in Egypt before sending out reinforcements to settle the Tonquin question. Meantime, they are exposing themselves to a certain loss of prestige. The action taken by the Commandant of the Chinese troops in posting a proclamation in Hanoi which could not fail to be regarded as making indirect reference to the French, shows to what an extent they are ready to proceed. Our Haiphong correspondent also plainly intimates that the Chinese Commandant declined to remove the placard, a sufficient proof that he did not mind wounding French susceptibilities. A Tientsin correspondent of a Shanghai contemporary says that twenty companies of soldiers, each containing five hundred men, making altogether a force of ten thousand men, have been ordered to Annam. If this be true it would seem probable that the promise of the Chinese Commandant in Tonquin was not a mere idle boast; that, at least, there is a well defined intention on the part of China to drive the French out of Tonquin. The two nationalities meantime are jealously watching each other, something like two dogs watching a bone which either covets and both intend to seize. What do the Chinese Government mean to do? Is their mission simply that of restoring order, or are they in Tonquin to assert the sovereignty of China and prevent France from annexing Tonquin? It would be interesting to know something on these heads. Surely the French Representative at Peking has put queries to this purport to the Chinese Authorities. The French claim, it must be remembered, a kind of protectorate over Annam, by virtue of the Treaty of 1874. In that treaty it is expressly laid down that Annam shall conform her policy to that of France, and that she shall not enter into any political treaty with any other country without the consent of France. Nothing is said in the Treaty about Annam being tributary to China; indeed, there is every reason to believe that the suzerainty of the Dragon Throne was, and probably designedly, ignored. The Chinese Government allowed that treaty to be signed and ratified without expostulation or protest, and yet, eight years later, when the French Government are urging on Annam the faithful observance of its stipulations and taking steps to enforce them, the Chinese Government quietly, and without notice, introduce a body of troops into Tonquin "to put down brigandage." The time for reckoning with the French Government has not arrived apparently, but it is impossible that the latter will do otherwise than insist upon the withdrawal of the Chinese troops, on the ground that the Chinese have no *locus standi* in Cochin-China. It seems to us that the Chinese Government are repeating over again the mistakes they made with regard to the Loochoos. They recognised the right of the Japanese to equip an expedition to punish the Formosa savages for injuries done to Loochooan mariners and then marvelled that Japan should object to the payment of tribute to China by the islanders. Possibly the mandarins have in the case of Annam equally failed to recognise accomplished facts, but there is no more excuse for such blindness than in the matter of the Loochooan dispute.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The ninth annual meeting of the Union Insurance Society was held at the Society's office, Hongkong, on the 27th October. There were present:—Hon. P. Ryrie (Chairman), Messrs. H. Hoppius, F. D. Sassoon, H. L. Dalrymple, W. H. F. Darby, Hon. F. B. Johnson (Directors), C. W. Holliday, A. Coxon, J. H. Cox, A. J. Remedios, D. McCulloch, A. Wenyss, H. Foss, M. S. Polishwalla, C. U. Stuart, W. Reiners, J. T. Chator, H. G. James, J. D. Hutchison, T. Jackson, T. G. Williamson, J. P. McEwen, A. G. Morris, C. D. Bottomley, A. da Silveira, Douglas Jones (Acting Secretary), and W. Wotton (Solicitor).

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, you have heard the notice convening the meeting read, and the business now is to submit the report for your adoption. It has not been the custom at meetings of the Society to read the report, as members have had it so long in their hands that they are presumed to be thoroughly acquainted with it. I would only remark that although the business for 1881 shows a falling off in the receipts of premium as compared with the previous year, this is entirely owing to the considerable decrease in rates of premia during that period, and you will be glad to see that although the premia was smaller the result is better. If you sanction the payment of the dividends, &c., as proposed in the report, out of the balance, which will still remain to be dealt with on account of 1881 we hope there will be a still further amount to be divided upon the final winding up of that year. I would further remark that in referring to the first half of 1882 and comparing it with the first half of 1880 you will find we have come up again in premia to very nearly the amount of that year, which in receipts, as you know, was the largest year this society has ever had. Of course it would be premature to say anything as to the results of the working of this year, but as far as we know we have been going on very well indeed, and I am happy to say the losses since the date of the report are trifling. In accordance with the resolution passed at the extraordinary meeting held on the 19th September last the Society is now registered as a company limited by shares. Gentlemen, with these remarks I propose the adoption of the report.

Mr. FOSS seconded.

Carried unanimously.

On the motion of Mr. COXON, seconded by Mr. JAMES, Messrs. Ryrie and Johnson, the retiring directors, were re-elected.

On the motion of the CHAIRMAN, seconded by Mr. Remedios, Messrs. J. H. Cox and A. Wenyss were re-elected auditors.

The CHAIRMAN stated that the dividend warrants would be issued the next day.

An extraordinary meeting was then held for the purpose of amending and adding to the existing articles of association of the Society.

The CHAIRMAN said—Gentlemen, I now rise to lay before you a resolution as to the articles of association of the Society, and its constitution. This resolution has been before you for some time and also before the shareholders in London and other parts of the globe. I may say the proposed changes have met with almost universal approbation on the part of the shareholders. The object of them, I think, must be clear to every one who has watched the course of business in China of late years. The limitation of the Company, as a matter of course, calls for the augmentation of the value of the shares, which will probably be increased to $5,000 each later on. The proposal to sub-divide the shares into four I think is also called for. The shares have now arrived at such a value as to have become unwieldy, and to induce business it is an advantage very often to have shares of a smaller denomination. With reference to increasing the lines to be taken by the company, in deference to the wishes expressed by shareholders in London we have altered the resolution as laid before you. We now propose to stick to $150,000 as a maximum but with a provision that the directors shall be at liberty to exceed the said sum and immediately reinsure the sum in excess of that amount. We have added words to that effect to clause 129, and that is the only change that is now proposed to be made in that respect. As to clause 137, with reference to the reserve fund, you will all admit that with the change in the constitution of the Society it will be of very great importance to make up the reserve fund to a considerable amount as quickly as possible. The clause with reference to the interim dividend I think you will also approve of; it is one that has now been adopted by almost all other companies. The power given by Nos. 139 and 140 I think is also one that will benefit the society. By No. 140 of our present articles of association we are prohibited from a number of investments that are desirable. For one instance, we are unable to invest in Chinese bonds, and this alteration is proposed to enable us to do so.

The CHAIRMAN was proceeding to move a resolution embodying all the alterations proposed.

Hon. F. B. JOHNSON suggested that it would be better to move a separate resolution with respect to each alteration, as some members might object to one or other of the proposals, while approving of the others, and that would necessitate the moving of repeated amendments to the original resolution and lead to much confusion should all the clauses be moved *en bloc*.

Mr. HOLLIDAY seconded.

The course suggested was then adopted.

Mr. SASSOON proposed—

That the articles of association be amended by the elimination of article 30 and substituting in lieu thereof the following:—39.—The capital of the Society shall consist of $1,250,000, and shall be divided into 500 shares of $2,500 each, to be paid at the times and in the manner hereinafter provided. The Society may from time to time by a special resolution previously come to at an ordinary or extraordinary meeting increase the capital by the issue of new shares or by increasing the value of the present shares of $2,500 each to shares of such value or amount as the society by such special resolution may determine, the aggregate of such increase to be of such amount and to be divided into such respective sums as the society in such meeting may direct.

Mr. HOLLIDAY seconded.

Mr. WOTTON, at the request of the CHAIRMAN, explained that by the original article the members had only power by a special resolution to increase the capital by the issue of new shares. It was now desired to extend that power, and at a subsequent meeting a resolution would be proposed increasing the capital to $2,500,000 by increasing the value of each share to $5,000. The present resolution was only one step towards the attainment of the object in view.

The resolution was carried.

Mr. HOPPIUS moved the substitution of the following for article 3 as now existing—

39.—The Board may, with the sanction of a special resolution of the society previously given in meeting, subdivide the existing shares of the society into shares of such amount as the meeting shall direct, in accordance with Ordinance I of 1877.

Mr. HOLLIDAY seconded.

Carried unanimously.

On the motion of Mr. DALRYMPLE, seconded by Mr. REMEDIOS, the following was substituted for article 52:—

52.—Any shareholder desirous of selling his shares or any of them shall signify in writing his desire to the Secretary, who shall communicate the same to the Board, and upon obtaining the consent of the Board, the sale may be effected, provided, however, that the party to whom the sale is to be made be first approved of by the Board, and that such party take upon himself all the responsibility of the vendor by signing the instrument of transfer and executing these presents if so required.

Hon. F. B. JOHNSON proposed that the following be substituted for article 129—

The limits for insurance upon the block of any one ship or vessel, other than vessels propelled by steam, shall be $40,000, and upon any one ship or vessel and upon any goods, treasure, or merchandise on board such ship or vessel taken together $100,000, and upon steam vessels $150,000, and upon ships or vessels, whether propelled by steam or sails, and goods, treasure, or merchandise on board such ships or vessels taken together $150,000. Nevertheless, the directors shall be at liberty to exceed the above sum or sums and shall immediately reinsure the excess.

He said that in the clause as printed the limit was fixed at $250,000. The original clause was altered for the purpose of protecting the directors. It was not intended by that to increase the risks of the Society, but to give the directors power to reinsure. Practically, up to the present time, they had been in the habit of taking much larger lines than provided for in article 129 as it now stood ($150,000), and in the event of any loss, as by the failure of the office in which reinsurance was effected, or otherwise, the directors might have been held responsible. The sum of $250,000 referred to as the maximum risk to be accepted on any one bottom was intended to apply to the whole risk to be taken including re-insurances, but as it had been read otherwise and the figures had created some alarm among the shareholders he should explain that it was not in contemplation to increase the maximum risk to be held by the Society, which would remain at $150,000. Since the resolution printed is read had been drawn up it had been found that $250,000 would not be a sufficient sum to provide for reinsurances, and they therefore proposed to substitute the clause which he now moved, leaving the amount of any one risk to be held by the Society at $150,000, but providing that an excess might be taken and reinsured.

The CHAIRMAN seconded.

Carried unanimously.

On the motion of Mr. DARBY, seconded by Mr. McCULLOCH, the following was substituted for article 137 as now existing:—

137.—Subject to the confirmation of the shareholders in general meeting, the Board may out of the profits of the Society apply a sum not less than two-thirds of the profits of the Society to the payment of a bonus to contributing shareholders, and the remaining portion of the profits either to the increase of the reserve fund or to a dividend to the shareholders, provided that the amount applied to the formation of the reserve fund shall not be less than ten per cent. of the total profits for each year until such reserve fund shall have reached the sum of $1,000,000.

On the motion of Mr. SASSOON, seconded by Mr. CHATER, the following was substituted for Article 138 as now existing:—

138.—The Board may out of the profits of the Society at their absolute discretion from time to time declare an interim bonus to the contributing shareholders in proportion to the amount of premia actually paid or caused to be paid by them, less any returns for short interest, contingent events, or any other circumstances on account of which any portion of the premia may have been returned.

Mr. HOPPIUS proposed the substitution of the following for article 139 as now existing:—

139.—The Board shall invest the capital of the Society in or upon English, India, or Hongkong Government stocks or bonds or in or upon deposits or loan at interest to the Banks established at Hongkong, Shanghai, or London, or in or upon the bonds or other securities of the Government of India or any British Colony, or upon preference or guaranteed railway shares or stocks in India or Great Britain.

Mr. REINERS seconded.

Mr. HOLLIDAY asked what was meant by "the capital." Did it mean the paid up capital or the nominal capital?

The CHAIRMAN said he should say it meant the paid up capital.

Mr. JOHNSON said they could hardly deal with capital not called up.

The CHAIRMAN said he hoped they would not have occasion to call up any more of the capital.

The resolution was carried *nem. con.*

Hon. F. B. JOHNSON proposed the substitution of the following for article 140 as now existing:—

140.—The Board may in their absolute discretion invest the monies of the Society other than capital upon such investments as they may think fit, and may from time to time deal with and vary such investments.

Mr. COXON seconded.

Mr. DARBY said that as the holder of several proxies he must ask for a ballot.

Mr. HOLLIDAY said that before they actually proceeded to ballot he might perhaps be allowed to propose an amendment. Among people at home and in some quarters here there were great objections to allowing the board to invest the funds of the Company as they might think fit, because people said the reserve fund ought to be in such a position that it could be realised at any time at a moment's notice, which Government securities or bonds could be, whereas it was quite within the powers of imagination to conceive that with regard to Chinese Government bonds such circumstances might arise as would make it impossible to realise them. That was his reason for asking whether by capital was meant the $250,000 paid up or the $2,500,000, which was a very much larger thing. He begged to move as an amendment:

The Board shall invest the capital or reserve fund of the Society in or upon English, India, or Hongkong Government stocks or bonds, or in or upon deposits or loan at interest to the Banks established at Hongkong, Shanghai, or London, or in or upon the bonds or other securities of the Government of India or any British Colony, or upon preference or guaranteed railway shares or stocks in India or Great Britain.

The CHAIRMAN said that would be an amendment to clause 139.

Hon. F. B. JOHNSON said the meeting had already dealt with clause 139.

Mr. HOLLIDAY said he merely meant the board should invest the reserve fund in the manner he suggested.

Mr. FOSS seconded the amendment.

Hon. F. B. JOHNSON said the directors were desirous to leave this matter entirely in the hands of the shareholders, because it was a question as to whether or not they had confidence in the board to make such investments as would secure the best return that would be consistent with the exercise of a wise and prudent discretion. He asked Mr. Holliday if he was willing to add to his amendment words to the effect that the other monies of the Society, not Capital or Reserve, might be dealt with as proposed by the original resolution before the meeting.

Mr. HOLLIDAY expressed his readiness to make such an addition.

Hon. F. B. JOHNSON remarked that if the earnings of the Society were to be distributed as quickly as it was hoped and intended they should be, were the amendment limiting the investment of Capital and Reserve to the securities named, to be carried, even such a desirable investment as he believed Chinese Imperial Bonds to be could not be availed of by the Society.

On a show of hands the amendment was lost.

Mr. HOLLIDAY asked for a ballot.

The result of the ballot was that there were six votes for the amendment and thirty-one against, and it was consequently declared lost.

The original motion was then put.

Mr. DARBY said that as the holder of proxies he must still demand a ballot.

After some little conversation, Mr. DARBY and Mr. HOLLIDAY expressed their willingness that a show of hands should be taken, Mr. DARBY stating that he held three proxies.

The resolution was then put and carried.

This concluded the business.

The CHAIRMAN read an advertisement to be inserted in the papers (and which will be found in another column) calling a meeting for Saturday, 11th November, at 12 o'clock, to confirm the resolutions passed at the present meeting.

CANTON INSURANCE OFFICE, LIMITED.

The following is the Report for presentation to the shareholders at the first ordinary general meeting, to be held at the office of the General Agents, to-day, at 4 o'clock p.m.:—

The first ordinary meeting of shareholders has been called in accordance with section 73 of the articles of association, which provides that at this period of the year an ordinary meeting should be held, when under future circumstances the accounts to December 31st of the previous year will as indicated in section 23 be presented to the shareholders. Owing to the reorganized office having only commenced business on the 1st January last, the presentation of annual accounts contemplated by the section referred to cannot be made, but the general agents and consulting committee are glad of the opportunity to lay before the shareholders the annexed open statement of the company's position, showing that on the 30th September, there was an estimated balance of profit amounting to $335,914.51 which result will, it is hoped, be considered as satisfactory.

CONSULTING COMMITTEE.

Under section 17 of the articles of association, the following gentlemen in addition to the Chairman of the company were appointed members for the year ending on December 31st, 1882, viz.: Messrs. Ryrie, Dalrymple, Sassoon, Manger, and Darby. On the departure of Mr. Manger from the colony, Mr. Bottomley was appointed in his stead, and the existing committee being willing to serve until the next annual meeting offer themselves for re-election accordingly.

AUDITORS.

A vacancy has occurred through the death of Mr. Henry Smith, and the general agents and consulting committee have pleasure in recommending that Mr. Coxon be appointed to the post in conjunction with Mr. A. P. MacEwen.

JARDINE, MATHESON & Co., General Agents,
Canton Insurance Office, Limited.

Hongkong, 24th October, 1882.

THREATENED ATTACK ON KOWLOON CITY.

Some excitement was caused in Hongkong on the night of the 26th inst. by a rumour that the members of a powerful secret combination known as the Triad Society were that night going to attack and sack Kowloon City, and that a gunboat and some troops had been sent thither from this Colony to assist in protecting the place. The rumour, though correct in the main, was at fault in some particulars, and that referring to the despatch of British troops to protect Chinese territory, which seemed somewhat extraordinary, has proved to be inaccurate. We hear that on the 20th the inhabitants of Kowloon City were in a state of panic owing to reports which were rife, that the place would be attacked that night by the much dreaded Triad Society, and that the Mandarin would be killed. The panic seems to have gained such ground that some of the inhabitants left the place during the day, and came over to Hongkong for safety. News of this kind was not slow in reaching the ears of officials in this colony, together with further information that if the attack on Kowloon City failed, the men of the society would direct their attention to making a raid upon British Kowloon for the purpose of plunder, in consequence of which His Excellency the Administrator deemed it advisable to take prompt measures to protect British property on the other side of the water. With regard to the action taken, we have received from the Brigade Office the following copy of a Garrison order:—

"2.—Movement of Troops.—His Excellency the Major-General Commanding received late last evening from His Excellency the Administrator a request to be ready the same night to support the Police in the event of an attack upon Kowloon by the Triad Society.

"The information given was that if the Triad Society, a powerful and aggressive combination, failed in its attack on the Chinese City of Kowloon, they might turn their attention to buildings in British territory.

"It is a very easy matter to send troops to Kowloon at any hour of the night, but what the General desires to record is that, without the slightest foreknowledge on the part of any one in the Garrison that any assistance would be required, last night, after all the workpeople belonging to the Commissariat and Ordnance Departments had dispersed to their homes or elsewhere, the boats and necessary transport for the men, guns, tents and everything requisite for camping at Kowloon were all ready very nearly as quickly as if the order had been given during the day. This reflects great credit on all concerned, and especially on Assistant Commissary-General Mayer and Assistant Commissary General of Ordnance Murray, and those under their command: indeed the General, thinking that the Commissariat men could not be so readily found, and not wishing to delay the assistance asked for by His Excellency the Administrator, had requested the Commodore to be ready to transport the troops in his boats if necessary, and this the Commodore was good enough to say would be done, but the naval transport was not required.

By Order

J. BURY, Captain
Brigade-Major."

It will thus be seen that no troops were sent from Hongkong to Chinese territory, but they simply went across to Kowloon in launches and boats and lay encamped during the night behind the barracks there. Happily they passed the night very quietly, there being no need to call their services into requisition. Inspector Corcoran was also on the alert for any contingencies which might occur, being out on the watch with a body of police. On the morning of the 21st the troops returned to the barracks. They were ordered back from Kowloon as early as possible, so that they might not incur any injurious effects from the heat of the sun, as in their hurried departure the night before the Artillery had taken no helmets. The day gave every promise of being very hot, and General Sargent, who has seen too much of the evil effects of exposure to the rays of a tropical sun, lost no time in getting the men out of their exposed situation. They were, however, prepared for any sudden call for some few nights until it was apparent there is no longer any need for such special protection at Kowloon.

The *Kestrel* went across to Hung Ham Bay in order to protect the dock in case the Triad men should make a raid upon those premises. It is probable that if an outbreak was ever really intended the danger has passed over for the present. That the Society has become much stronger than is desirable, there is no doubt, and it is not altogether improbable that before very long some trouble will be given by this combination.

TERRIFIC TYPHOON IN THE PHILIPPINES.

On the 20th instant a typhoon of unusual severity visited the Philippines, doing immense damage both ashore and afloat. The steamer *Ingeborg* and about twelve sailing vessels in Manila harbour were driven ashore, many of them dismasted and otherwise injured. Some cigar factories in Manila were destroyed and many other buildings partially dismantled. The steamer *Diamante*, then in port, escaped injury. The only particulars so far received are contained in the following summary taken from a Manila newspaper made and despatched by telegraph from Bolinao:—Variedades Theatre destroyed. Tondo Theatre ruined. Tobacco Factories Fortin greatly damaged. Foreign merchants' houses suffered much. Malati in ruins; eleven vessels on shore at Santa Lucia. Observatory says lowest barometer at 11.40 a.m. 727.60, highest velocity wind registered 144.4 miles an hour. Unable to measure greatest velocity of typhoon as anemometer is damaged. In Ermita the only house standing is Macleod's. No house standing between Divisoria and Dulumbayan. Sampaloc uncoofed. Greatest typhoon since 1831. Wind was so strong that lightning rods two yards long were bent double. Pieces of iron roofing so heavy that six or eight men could not lift them were blown some distance and rolled up like cigars. The damage is much greater than that caused by the great earthquake of 1880.

Senor Casal, the Eastern Extension Telegraph Company's Agent in Manila, writes word to the Superintendent at Bolinao that the roof of his house is blown away.

Later telegraphic advices from Manila, received yesterday, state that several vessels have been got off, but the rest remain ashore, some badly damaged. The steamer *Ingeborg* is still aground.

THE CHINESE AUTHORITIES AND FOREIGN ENTERPRIZE AT SHANGHAI.

The *N. C. Daily News* says.—

A short time ago we mentioned that the Cotton Yarn manufacturing Company established by Mr. W. S. Wetmore had received satisfactory advices from Peking regarding the pretensions to a monopoly in spinning and weaving cotton here put forth by a native company. We now learn that strong circumstantial evidence exists that the native company have brought influence to bear upon Tao Taung-t'ang; and His Excellency has sent here a secret order for the arrest of two Chinese. One of these men is employed by Messrs. Frazar and Co. and has thus incurred the enmity of the would-be monopolists, as appears by the following translation of the warrant:—

An order for the discovery and apprehension of certain persons.

1.—Instructions from the Customs Taotai say that orders were received from the High Commissioner of the Southern ports, Viceroy Tao, saying,

2.—That it is reported that a certain Yu Sao-man by the name of Yu Sao-san fraudulently borrowing the name of a British merchant in establishing the hotel Tong Foo Cheong is evading the proper taxes and lekins.

3.—Also a certain Ningpo man Wong Kerming by name now occupying the position of interpreter in Fung Tai & Co. is found to have given assistance to the rebels in former years: that

4.—These above named persons must be immediately taken into custody. The Che-hsien is instructed to arrest them secretly and promptly and to have them forwarded for trial; that

5.—The city police co-operating with the police of the Settlement and the Te-pao are to apprehend without delay and in secret the said Yu Sao-san, proprietor of Tong Foo Cheong & Co., and Wong Ker Ming, the interpreter of Fung Tai & Co., and on the day of their arrest to forward them for trial.

6.—Let no time be wasted in making the arrest. This is the proper warrant.

The document speaks for itself; the trumped-up charges against the two Chinese are the old familiar weapons of the Yamens, which many Chinese will be ashamed, and many foreigners disappointed, to see employed by the authority of a man of Tao's reputation. It is very easy for the enemies of a Chinese who has offended a clique with some influence, or money with which influence can be purchased, to obtain orders for his arrest on such charges for his complicity with rebels or thieves. And probably there are few foreign or native merchants in the settlement whom the officials might not charge with evading proper taxes and lekins, whenever they thought a profit was to be made by doing so. But what we are most concerned in is the way in which the Viceroy orders the Che-hsien to arrest the two men and forward them for trial, and the coolness with which he assumes that the police of the Settlement will co-operate with the police of the city in carrying out his orders. This is a case in which the immediate action of the Consuls is absolutely demanded, and we hope they will lose no time in taking the necessary steps, not only to prevent the Viceroy's warrant being carried out, but to frustrate any attempt on the part of the city police at doing so. In the meantime the men are afraid to appear in the streets, and are under the protection of foreigners.

BRITISH NORTH BORNEO.

[TRANSLATED FROM THE "CH'UNG NGOI SAN PO."]

Golden opportunities are easily lost, though so difficult to obtain. It is much easier to drive people out of a country than to persuade them to settle in it. Those who know not how to make the best use of good opportunity, nor understand the way of inducing people to come and settle in a country when there is a fair opening, have yet to learn the principles and art of Government. It is undeniable that there is some difference between an invitation to farm lands already under cultivation, and to render wild and desert lands fit for agriculture. The difference is just this, in the one case there need be no anxiety for the want of some willing persons coming forward, but in the other there is much fear of meeting with no response. For this reason it was the practice with rulers of old, when they had succeeded in getting emigrants into a new and wild district, to make the abode of the pioneers full of peace and comfort and their labour a pleasure, so that they might be reconciled to their exile. Indeed, in some cases when the country was not yet opened up, rulers would get people to settle there and supply them gratis with oxen and seed so that the people might feel perfectly at home on their first arrival.

Land becomes valuable when there are men to utilize it. Land with labour produces wealth, and wealth when obtained becomes serviceable to man. We cannot do things well in a hurry, and if we are too mindful of small profits we can accomplish nothing great. All these are well known axioms. New British North Borneo is a new country, and if its rulers desire to induce extensive immigration into that country, they will require more prudent consideration. British North Borneo originally was a part of the kingdom of the Sultan of Brunei and was ceded by him to the English in this wise. Some English Merchants visited Borneo and found the country fertile and suitable for agriculture. Consequently they bought a portion of the Northern territory from the Sultan and agreed to pay him a certain sum every year as quit-rent, and in return the Sultan assigned over to them the territory in question in perpetuity. Hence the place is said to belong to the British North Borneo Company. The Company, seeing that they have purchased a piece of land so many thousands of acres in extent, are obliged to get people there to open up the country and to cultivate the land. When there are a large number of persons living together, there must necessarily be disputes and differences of opinion and the result will be law-suits. The Company have done well to appoint at the outset officers to administer the law there. When successful cultivation has brought its reward, there will be accumulation of wealth, and when there is much wealth it needs protection from the lawlessness and violence of robbers; hence the Company have established townships and residences, appointed officers and maintained soldiers to protect property. In this the Company show their foresight and sound judgment. The Company have obtained the sanction of the English Government to the appointment of a Governor for this newly opened country and have established an agency in Hongkong to provide for an extensive emigration to Borneo. This again reflects great credit on the management and sagacity of the Company. At the present moment the United States of America have prohibited immigration into their territory; those Chinese who are desirous of obtaining a livelihood abroad are sighing to get a place where they may get a footing, and, even if they could find a place, still they are afraid that they would obtain no profits. In the midst of their anxiety suddenly they heard of North Borneo being recently thrown open for trade and industry and they were on the tiptoe of expectation. A short time ago the steamer *Haiwan* made its first trip to Borneo from Hongkong taking with it a large number of Chinese on board. From this we opined that there would be no difficulty in getting a very large number of them in a short time, because we thought it was a good opening. But on a perusal of the proclamation issued by the Governor of British North Borneo, we first became aware of the fact that there was a tax on both the imports and exports, and we came to a contrary conclusion. The proclamation declares that on import goods there will be an *ad valorem* duty of 5 per cent., and on land produce an export duty of $10 on every hundred. This we venture to think is too excessive. Further, it says that every foreigner who would enter the interior must first obtain a written permission by the payment of $2, and that the permit will be available for 12 months only; after that it must be renewed.—All this needs further deliberation. Let us consider for a moment, North Borneo is still in a wild state; trees have yet to be felled and grass to be cut; its land produce is not great; people on first taking up their residence there must depend entirely on other countries for all their supplies, indeed their very clothing and food must be imported. Is it then advisable that there should be an import tax on goods? Again, although North Borneo has many native products, such as gutta-percha, india-rubber, beeswax, birdnests, camphor, rattan, &c., still people do not yet know whether the products are of good or bad quality. Besides, the steamer going there with passengers must wish to take some goods back on its return journey. Again, a simple exchange of goods without more will facilitate commerce. Thus the tax on exported goods should also be done away with. At the present moment Sandakan can boast of nothing more than a few hundred houses built of wood, except perhaps the blue surges and silver crested waves of its neighbouring sea, and landward its yellow bladed grass and pale colourless leek. The ground beyond these several hundred wooden huts is considered to be the interior, where no foreigner is permitted to take ever so short a step without a written permit. May we ask, is it quite proper to impose this poll-tax of $2 per head? Of course when the taxes are fully established there must be careful inspection and scrutinizing search in order to prevent smuggling, and this we ascertained was done. A passenger returned per S.S. *Haiwan* informs us that a fellow-passenger of his was not allowed to go on shore on account of his having in his possession two pieces of calico, and there was also an attempt to tax two boxes of cigars brought by another fellow-passenger, for his own consumption. This, we think, is quite enough to stop all desire for emigration to the territory. We can quite fathom the ideas of the Governor of British North Borneo. He thinks if there be no taxes how are the officers and soldiers to be paid, and the annual rent paid by the Company to the Sultan to be refunded. But this is what we call sticking to one idea. Surely if there be no goods imported, and no strangers arrive, the ground-rent will have to be paid by the Company all the same; and since the officers have been appointed and garrisons established the Company might continue to advance their pay and look for repayment when the due and proper time shall arrive. Those who emigrate to Borneo for agricultural purposes have yet never received any profit, but they look for their reward in the future. If taxes are now imposed to their discouragement and embarrassment, this does not appear to us to be a liberal policy. From the history of Hongkong let him take a lesson. This Colony is but an island, and such an island too, with very few acres of arable land, yet goods and people of all descriptions are daily pouring in. Why is this? Is it not because of the facility afforded for the removal and storage of goods immediately upon their arrival without any hindrances? This being so it is not surprising that people should like it, and in liking it should frequent the port. Thus then, though small be our island, what spot on the surface of the earth can rival it in prosperity? Of course, if the authorities care not for British North Borneo no word need be wasted, but if they desire that men should resort thither and fill their godowns with goods, they will do well to take off the taxes for a time, until the cultivation of the land shall be in a more forward state and the rewards it brings somewhat profitable. One ought not to obtain money from another unless the other is willing to give, and when the public opinion is against the utility of a certain policy, it cannot safely be carried out without more deliberate consideration and necessary modifications. If our suggestions be adopted, then people will go to Borneo in crowds, and once free emigration is established it will long continue. Thus a golden opportunity will not be entirely lost.

NOTE.—A letter from Sir Walter Medhurst appeared in a subsequent issue of the *Chung Ngoi San Po* stating that he had represented the matter to the proper authorities with a view to the reconsideration of the tariff.

HONGKONG.

The past fortnight has been quiet and uneventful locally. The neighbouring port of Manila has been desolated by a fearful typhoon, but it did not reach this Colony. The Buffs held some successful aquatic sports on the 26th instant.

The death is announced of Mr. Koopmanschapp, at Rio de Janeiro. Mr. Koopmanschapp was well known in the East in connection with Chinese emigration.

The Tramway Bill is to be proceeded with in the Legislative Council, and shortly after it becomes law the construction of the Tramway will be commenced. Arrangements are, as a matter of fact, now being made for the work.

The German barque *Anna*, which arrived here on the 26th inst. from Touron, reports having experienced a severe typhoon in lat. 15.30 and long. 116.45, in which she lost several boats and materials besides other damage done to the ship.

Mr. Ng Choy, barrister-at-law, left here on the 29th inst. by the C. M. S. N. Co.'s steamer *Hwai-yuen* for Tientsin to take up the appointment of legal adviser to the Chinese Government offered to him some time ago by His Excellency the Grand Secretary Li Hung-chang.

We hear that on the night before the arrival of the Pacific Mail steamer *City of Tokio*, on the 18th inst., a fire broke out in the steerage of that vessel, owing, it is thought, to smoking among the Chinese passengers there. All hands were hastily called out, and a pump was speedily got to work upon the flames, which were fortunately extinguished before any material damage was done.

The steamer *Hankow*, which lately came down from Shanghai to supersede the *Ichang* on the Canton route, steamed out from the Kowloon Dock Wharf on the 23rd inst., her repairs being completed, including the replacing of about 15 floats to her paddles which were lost in the rough weather she encountered on her way down. The crew of the *Ichang* are to be transferred to her, and she then ran a short preliminary trip with her new captain to see that her steering gear, &c., was all in proper order. She commenced her daily runs to Canton on the 24th inst.

The British steamer *Canton*, which arrived here on the 22nd inst., reports:—Left Singapore at 6 p.m., on the 16th inst., had fine weather up to 14 North, but from 9 North a heavy Northerly swell was felt; on the 20th, in lat. 14 N., long. 113 E, increasing breeze from the N.W. veering to North with squalls and rain. At 4 a.m., 21st, blowing hard, increasing fast, with a very high confused sea, engines going slow, sea and wind hauling steadily to East, barometer falling (29.70.) Kept ship up to sea on starboard tack. 8 a.m. barometer steady, blowing very hard, and sea running very high. Noon, wind about E.N.E., barometer rising. 4 p.m., hard squalls and heavy rain, inclined to moderate, wind E.S.E. At 6 p.m. kept away under storm sails and full steam; thence to port strong monsoon and squally, weather. Arrived at 1½ p.m., 22nd inst.

The Hongkong, Canton, and Macao Steamboat Co.'s steamer *Honam* made an excursion to Macao on the 29th inst. The weather was all that could be wished for the trip and a large number availed themselves of the opportunity of enjoying the sea breeze and visiting the Holy City. The boat left the wharf here at five minutes past eight, and was alongside the wharf at Macao at 10.45. From the Nine Islands she slowed down. Leaving Macao again punctually at five o'clock she arrived at the wharf here at 8.20. On the return trip there was some little excitement on board as the steamer passed through a fleet of fishing boats. The small craft were thickly scattered and it was with difficulty she was steered clear of them all; in fact one sampan was run into, but the *Honam* was only going slow at the time, and the sampan steered off the bow and passed by the paddle in safety. At Macao preparations were being made for illuminations in honour of the King of Portugal's birthday.

The American ship *Ella S. Thayer*, which put back on the 22nd inst., reports sailed from Hongkong on September 19th, at 6 a.m. for Victoria, B.C. Had prevailing winds from E. to N.N.E. varying from light wind to fresh gale. October 7th, 8th, 9th, and 10th, had strong gales from E. with much rain, barometer steady at 30.35. In latitude 30.44, longitude 132.30, at about 9 a.m. of the 10th, barometer began to fall rapidly. At 4 p.m., barometer 29.55, signs of an approaching severe gale became visible. At 7 p.m. barometer 29.29; about 8.30 p.m. the typhoon burst upon the ship with great fury. At 10.30 p.m., barometer 29.00, mizen mast went by the deck taking the main topmast with everything attached. At 11.30 p.m., barometer 28.89, typhoon raging with terrific fury, with a deafening noise and a deluge of rain. At 12.45 a.m. (11th) barometer 29.10. At 2 a.m., barometer 29.30, wind came in heavy gusts, with short intervals of comparative calm

who had previously been standing aloof, joined in the affray, and a desperate but most uneven contest ensued. Some of the German sailors drew their knives, and used them only too savagely on the men of the *Iron Duke*, and, judging from the appearance of the place, blood flowed freely. One man was subsequently taken to the Central Police Station severely wounded. The French Police were communicated, but before they could reach the scene the affray was over. A stronger force was sent off from the *Elisabeth* and the German sailors conveyed on board. An enquiry was held at the General Hospital on the 23rd inst into the cause of the disturbance. The examination was conducted by two German officers and the evidence of the wounded Englishmen was taken.

TIENTSIN.

7th October, 1882.

Yesterday evening the four Korean Ambassadors with the Royal Prince of Korea, brother of the King and second son of the Dai In Kün, left by the Chinese steam launches for Taku; from there it is said they will return to Korea in Chinese men-of-war. The payment of the indemnity to Japan is definitely arranged; at 100,000 yen each year, but not by Korea, it is said.

The German gunboat *Wolf* left with the Commander to-day for Chefoo. H.E. Li Hung-chang arrived yesterday and paid the Commander a visit. The *Wolf* goes from Chefoo to Newchwang and is to be back here on the 13th November, and will remain during the winter.

Our community look forward with interest to the pleasure of their entertainments at the Temperance Hall; it is said they will join with the Russian glee party from the *Nerpa*; with the *Morge*, too, we have the harmony of many languages.

It is said that 20 Companies, each containing 500 men, have been ordered for Annam; if so then China means the same as with Korea, to frighten the French as they did the Japanese.

The Dai In Kün's second son, who left yesterday, was the bearer of the Memorial for the release of his father to accompany him, but without any result.

9th October.

Admiral Willes arrived this morning from Peking; to-morrow he will pay a visit to Li Hung-chang and leaves Tientsin on Wednesday.

It is said that the French Minister will stay during the winter at Shanghai.—*Shangh i Mercury* Correspondent.

JAPAN.

YOKOHAMA.

The corvette now under construction in the Yokohama dock will most likely be ready for launching in January next.

The *Jiyu Shinbun* has got hold of a remarkable story. It says the government have requested Sir E. J. Reed to construct another iron-clad ship of war in Holland, at a cost of 2,000,000 yen.

Floods have done grievous damage in Shinano province, forty-eight human bodies having been found while a large number of people are still missing. The destruction of cattle has been considerable, while 130 houses are known to have been swept away.

The Naval Department has been contemplating the construction of magnificent new premises in which to conduct the business of the department; but the idea has, for the present, been abandoned, it having been decided to devote the money intended for the building to the construction of a new man-of-war. The Daijo-kwan, it is said, has sanctioned this action.

We are informed that the fourteen electric lamps, each 2,000 candle power, now being put up at Yokosuka arsenal by the agents of the Brush Co., will be in running order in about a fortnight; and at the same time there will be shown in Tokio (at the premises of Messrs. Okura & Company Ginza Nichome) a ship's mast head light of 4,000 candle power. This is being erected on a pole about 40 feet high, and will show the Japanese what these powerful arc lights are like, as they have not yet been seen in Japan. The naval department have given orders for two lamps (for torpedo searching, &c.,) one of 50,000 and the other of 30,000 candle power, and we hear that as soon as the light above mentioned has been seen in Tokio the Brush Co.'s agents expect to receive other orders for lamps to light factories, &c.

The *Hochi Shimbun* states that the late difficulty with Korea has convinced the naval department of the necessity of increasing the strength of the navy by the addition of one or two powerful men-of-war. It was at first intended to build these vessels in Japan, but this idea has been abandoned because the department have a magnificent warship for sale; and another, under construction in England for the German government, it is thought probable can be purchased as the Germans have no immediate use for it. For the purchase of these vessels it is said the naval department has applied to the Government for a sum of ten million yen. It is just possible there may be a little truth in the above intelligence and that the naval department does contemplate adding to the strength of the navy. But Japan, it is to be hoped, has no prospect of war in the near future; and it is hardly, considering the condition of the finances, the stagnation of trade, the precarious position of some of the national banks, and the poverty of the people generally, that the government will grant such an enormous sum as ten million yen for the purpose it is asked for. As the empire is not menanced by a foreign foe, nor is it likely to become an aggressor, this addition to the burden which the people already groan under will be deeply felt. Commerce is the strength and mainstay of every nation, and if the ten million yen asked for the purpose of purchasing two men-of-war were devoted to its extension and the development of the natural resources of the empire, it would do more good and strengthen the country far more than a dozen men-of-war would do.

We call our readers' attention to the report of the official enquiry into the loss of the Mitsu Bishi Mail Steamship Company's barque *Ki-no-kuni Maru*. The incidents of two recent shipwrecks on the N.E. coast of Japan have not been calculated to improve the reputation of the Japanese for humanity or discipline; and it is pleasant to find that, in the case of the *Ki-no-kuni Maru*, not only were the castaways treated with the greatest kindness and hospitality, but many of them also owed their lives to the intrepidity of the natives, who, in spite of a raging sea, did not hesitate to swim off with ropes to the assistance of the ship-wrecked men. We trust the authorities will cause this brave action to be duly recognised.—*Japan Mail.*

The *Japan Gazette* of the 14th instant says:—

The British steamer *Carnarvonshire* arrived this morning from Hongkong after a stormy passage of ten days: her average passage is six days. She experienced the force of a typhoon, during which much damage was done to deck gear, afterwards fresh N.E. gales with high confused sea were experienced. Passed steamer *Oxfordshire* bound to Yokohama and the German brig *Hermann*, dismasted, bound to Kobe.

The *Hochi Shimbun* says that Mr. Kitahara Daihachi, an employé of the imperial botanical garden at Shindzuku, Tokio, and a very skilful horticulturist, who devotes all his time to a laborious research for everything that tends to increase the productive resources of the country, is said to have made a very useful discovery in connection with the cultivation of wild silk-worms. There is a great difference between Japanese and China worms; from the former, only one crop of cocoons can be obtained annually, while the latter yield two crops in a year; but the quality of silk from the Chinese worm is much inferior to the quality of silk produced by the Japanese worm. Mr. Kitahara Daihachi has long devoted himself to obtaining a combination of the two worms, and at last he has succeeded in rearing a mixed kind. The worm produced gives two crops of silk annually of the best quality.—*Japan Gazette.*

COCHIN-CHINA.

HAIPHONG.

[FROM OUR OWN CORRESPONDENT.]

9th October, 1882.

A few days ago the Chinese General in command of the Chinese Imperial troops caused a proclamation to be posted at the Chinese (Kwangtung) Joss-house or Club, or Secret Society Club buildings in Hanoi, stating that there were numbers of brigands or banditti in and about Hanoi (he does not exactly say if the French were included in this denomination), but that the Chinese merchants and traders were not to be alarmed, as he would soon come with his troops and clear the country of them.

Now this was rather ill received by the French, and justly so. The Chancellier with an interpreter lost no time in riding down to the mandarins and demanding that they should order this proclamation to be torn down, giving them until seven o'clock the next morning to do so. The worthy mandarins, supported by the Chinese now, refused to remove the obnoxious placard, and consequently the next morning the Chancellier, accompanied by a detachment of troops consisting of an officer and 25 men, proceeded to the building and had it torn down. Besides this they searched several suspected Chinese houses for arms. Here the matter seems to rest. It would surely have been wiser to have closed the Society altogether, as it is well known to promote Chinese influence in Tonquin.

More amazing still is the fact that, in spite of the hostile tendencies of this Society, one of its most influential members and notoriously a man in the Chinese employ, who owns a river-boat, is perpetually patronised by the Commissaire here for the transport of troops and provisions. That is hardly fair play and certainly not very flattering to the French community. *Liberté, égalité, fraterité!*

SIAM.

BANGKOK.

[FROM OUR OWN CORRESPONDENT.]

7th October.

The long-argued and much-vexed question of the sale of spirituous liquors by retail in Siam, and the right of the Native Government to control it, has at last been temporarily settled on a basis highly honourable to the Siamese Government, and, I should judge, eminently satisfactory to the Treaty Powers interested. As I before advised you, the silence of the Treaty upon the subject has been construed by many of the Powers in alliance with Siam to signify her acquiescence in the unchecked traffic in liquors by foreigners, in her domains, and attempts upon her part to assert her rights of sovereignty by exercising a control over it has been stigmatised as violations of Treaty, gross outrages upon foreign rights, struggles of barbarism against the spread of civilisation, and other energetic diatribes of a like description. Prince Prisdang was some time since commissioned as a special Envoy to the Powers having friendly relations with the kingdom to arrange this question on amicable terms, mutually satisfactory, but some time must necessarily elapse before a general understanding can be arrived at, and the evil was greatly on the increase. The dealers in samshu were extensively enlarging their business, every steamer from Hongkong was coming down loaded with this "perilous stuff," and fearing that the time allowed them was rapidly narrowing down, an inclination was shown to make hay while the sun shone. His Majesty's Government, therefore, took a very wise step. They determined to compromise, a step often less expensive in the long run, even than adhering rigidly to set opinions when these opinions are founded on the principles of right, and are ultimately successful. The following circular was addressed to the representatives of the Treaty Powers:—

Chow Phya Bhanuwongse Maha Kosa Thibodi,
Minister for Foreign Affairs.

To
Consul for—

SIR,—On the 6th day of May I had the honour of addressing you a letter stating that His Majesty the King my Sovereign has been pleased to appoint His Highness Prince Prisdang Minister Plenipotentiary to the Court of your Sovereign with the object of proposing a revision of the Treaty with reference to the spirit question. To this letter I received a reply dated 15th May, and the contents of the same has received my attention.

I now have the honour to inform you that the Government of His Majesty the King of Siam is very anxious concerning the spirits which are imported from China, and has therefore taken into consideration that while Prince Prisdang is carrying on the negociations with your Government regarding the spirit question, the Chinese are constantly importing Chinese spirit for sale in Siam, and the importation of this article increases every day and month, and it is the cause of increasing difficulty and unceasing correspondence between this office and those Consulates having subjects engaged in the spirit trade.

Therefore the Siamese Government have consulted with the view to prevent the evils arising from the spirit imported from China for sale in Bangkok and to avoid the disagreeable necessity of lengthy correspondence which has been necessary heretofore.

The Government of His Majesty the King of Siam having consulted together unanimously desires me to consult with you and all the other Consuls of the Foreign Powers in reference to the Chinese spirit imported for sale into Bangkok, which is the subject of seizure and the cause of frequent disputes. The Government of His Majesty desires to properly arrange to remove these difficulties, and at the same time prevent loss to traders and to remove these evils from the country, that the Government of His Majesty the King of Siam proposes to buy all the spirit which traders have imported at the current market price on its own account and to request that traders shall cease selling spirits and to prohibit the importation of any more spirit from the day on which an agreement is arrived at for the purchase of all the spirits until such time as the Siamese Minister Plenipotentiary shall have agreed with your Government and the Governments of all other Powers to a convention definitely settling the question, after which proper arrangements can be made for the future.

The Government of His Majesty the King of Siam desires this with the view to protect its people and to maintain the friendly relations and to protect traders in their business.

I request that you, in consideration of the friendly relations, will assist the Government of His Majesty the King in this matter.

With regard to this desire on the part of His Majesty's Government I request that you will inform me what is your opinion as to its practicability.

Foreign Office,
Bangkok, 25th September, 1882.

There were but three Powers left who were materially interested in the question: Holland, France, and Portugal. One by one the other allies of Siam had fallen in with the views of her government, or had so little at stake in the matter that they were very indifferent as to the final settlement of it until only the three nations mentioned were left among the objectors. They accepted the olive branch extended to them, and after some correspondence a conference was proposed at the palace of the Foreign Minister. It was duly held and then and there an *ad interim* arrangement was agreed to on the following basis:—

1.—Siam agrees to admit the justice of the claims of the various nationals for liquor seized and confiscated by the liquor farmers, and to compel payment by them. If the claimants and the farmers cannot arrive at an amicable understanding the representative of the Power from whom the claimant receives protection or to whom he owes allegiance, to decide the points in dispute.

2.—Siam agrees to take over and pay for at the market rate all the liquor now in stock or which may have been indented for at the time of signing the memorandum.

3.—The representatives of the Treaty Powers, having no authority to conclude, or even to discuss, any arrangement involving a change in the existing Treaties, agree only to support with all their influence the proposed changes in the Treaties, now in course of negotiation by Prince Prisdang, and in the meantime to advise their compatriots in Siam not to import any more liquor into the country nor to deal in it in any way except under the authority of the Siamese Government while the matter of its control is pending at home.

As I understand it, this means that in case of disregard of their advice, no assistance may be looked for from the Consulate, if a conflict arises with the liquor farmers.

In consenting to this arrangement the Siamese Government have shown great liberality and princely generosity. Not one of these representatives were supported by their Governments, that is strongly supported. They were in despair about these chinas and had, I believe, virtually abandoned them. To my certain knowledge, they would gladly have compromised them long since at 40 per cent. of their amount. They were many of them of some years' standing, and most of them very fishy. The Siamese in accepting and paying them in their entirety have shown a noble sense of justice which might be creditably followed by older and more powerful Governments. They have virtually said, either your claims are just or they are unjust. If they are just your nationals should have them paid in full, they should no more lose a part than they should the whole. If unjust, they should not be paid at all. We have hitherto considered them unjust, and have refused to admit them. We now admit them to be just, and therefore we will pay all that can be shown to have been lost by our action—or rather by the action of our revenue officers. There are very few Eastern rulers who possess so strong a sense of justice as King Chulalongkorn, and he is admirably supported by his principal minister of finance Krommun Devawongse. Whenever a really deserving matter is brought before His Majesty through the good offices of this Prince, there is very little trouble or delay in its settlement on a satisfactory basis. The entire credit of having brought this matter to an amicable conclusion and one so very satisfactory to the foreigners interested fairly belongs to Mr. Hamel, the able and energetic representative of Holland. By his untiring exertions, his firm but courteous attitude towards the Government to which he is accredited, his boundless *savoir faire*, and his patience under the aggravating *inertia* and dilatoriness by which the Eastern politician embarrasses and delays questions with which he is not prepared to grapple, he has secured a great victory for the people for whom is interested and fairly earned its crown. He firmly believed in the justice of his cause, and his vigour and perseverance have resulted in its success. I frankly admit that I do not agree with him in his construction of the Treaty, and do believe in the rightfulness of the attitude assumed by Siam, but I can respect all opinions when openly avowed and honestly believed in, even though they may differ widely from my own, and I congratulate him on the skill with which he has managed his case and the success he has achieved.

The Foreign Office official referred to in my last letter having been rather summarily convicted and punished by the Portuguese Consul, leaves to-day per *Ashington* for Macao *viâ* your port for the purpose of laying his grievances before the powers that be in that city. He seems to have the support of the entire Portuguese community in Siam, and it is said some very awkward disclosures will be laid before the authorities in the Holy City. The Portuguese are a very high-spirited, independent race, and any attempt to rule them with an iron rod, I should imagine, would result in failure.

As you have probably learned from the home papers, the U.S. Consulate-General in Siam has been raised to the dignity of a Legation, and General Halderman, the former able and popular Consular officer, promoted to the rank of Minister Resident. The Siamese Government are delighted with this arrangement. First that a permanent Minister should have appointed to reside at their capital, and, secondly, that General Halderman, the one redeeming feature in a long line of American misrepresentation, should have been selected for the post. I am informed by a gentleman connected with the Legation that His Majesty, through his Foreign Minister, has officially expressed his great satisfaction both at the creation of the office and the gentleman appointed. Late advices from Prince Prisdang are said to convey the intelligence of an intention on the part of Great Britain, as expressed in Downing Street, to similarly elevate their representation here from a Political Agency to a full Legation.

The insecurity of life and property still continues to render foreign residents who possess any portable property very anxious. The Mahomedan subjects of Great Britain whose numbers are numerous and wealthy, but reside in native quarters generally, have addressed or are about addressing their Representative here on the matter. They talk out very plain, I am informed by one of their number, and neither compliment the Police Magistrate, nor any of his myrmidons. Krommon Putaret is not at all a bad fellow, but he is inexperienced and leans too much on the rotten sticks under him. Give him a really good Captain of Police as an executive officer, safe-low with some brains and a little honesty, and I believe he would do very well. The Government are well aware of the deficiency in this respect, and applications have been made to two Consular officials within my own knowledge to procure a suitable man for this post. I know of but one in the country at present, the late revenue officer at Paknam, a man possessing remarkable administrative abilities, who for twelve years managed that very important part in a manner that has never been equalled since, a powerful man of strong physical energies and a complete master of the Siamese language. Such a man if he would again accept service under the Government would restore to the force order and discipline, and make it what May and Jarman made the police of Hongkong, a strong-work of defence and a terror to evil-doers.

INSURANCES.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ¾ % nett per Annum, and other INSURANCES at Current Rates.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 27th March, 1882. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.
The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.
ADAMSON, BELL & Co., Agents.
Hongkong, 4th May, 1881. [847

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [16

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.
RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.
CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF ... £120,000 Sterling.
ANNUAL INCOME ... £250,000 Sterling.
The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1883. [14

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.
HEAD OFFICE—SHANGHAI.
CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.
BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.
The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.
Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.
HO SHEN CHEE, Secretary.
Head Office, Hankow Road, Shanghai, 1st June, 1882. [1092

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.
INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.
MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [1046

BENGAL INSURANCE SOCIETY.
THE Undersigned having been appointed AGENT for the above Company, is prepared to ACCEPT MARINE RISKS at Current Rates, allowing usual discounts.
E. R. BELILIOS.
Hongkong, 5th August, 1882. [1489

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [21

YANGTSZE INSURANCE ASSOCIATION.
CAPITAL (Fully Paid-up)..... Tls. 420,000.00
PERMANENT RESERVE... Tls. 230,000.00
SPECIAL RESERVE ..... Tls. 290,553.95
TOTAL CAPITAL and ACCUMULATIONS, 6th April, 1882 ..... Tls. 940,553.95
DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKWOSS, Esq. | WM. MEYERINK, Esq.
A. I. M. INVERARITY, Esq. | G. H. WHEELER, Esq.
HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.
RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.
POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.
RUSSELL & Co., Agents.
Hongkong, 8th May, 1882. [2

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (FULLY SUBSCRIBED), $1,000,000.
BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.
The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. [1730

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.
DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [18

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $55,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.
ESTABLISHED 1805.
THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January 1882. [913

PHŒNIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ..... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ¾ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [19

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS REUNIES) PARIS.
CAPITAL SUBSCRIBED..... 50,000,000 Francs.
CAPITAL PAID-UP ..... 12,500,000 Francs.
The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1882. [1824

NOTICE.
THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1680

SUN FIRE OFFICE.
The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.
LINSTEAD & DAVIS, Agents, Sun Fire Office.
Hongkong, 12th May, 1881. [17

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ¾ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
Hongkong, 20th May, 1881. [3

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.
THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [15

CHINA OVERLAND TRADE REPORT AND JOURNAL.
The COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 18[illegible]

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain S. Ashton, will be despatched for the above Ports TO-DAY, the 31st instant, at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 28th October, 1882. [1987

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE, VIA SINGAPORE.
(Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI.)
THE Steamship
"MEATH,"
Captain John Johnson, will be despatched as above, TO-DAY, the 31st instant, at FOUR P.M.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 13th October, 1882. [1916

FOR HAMBURG, DIRECT.
THE 3/3 L I I German Bark
"CARMELITA & IDA,"
Ketels, Master, shortly expected here, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 26th October, 1882. [1978

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"HECTOR,"
Captain Billinge, will be despatched on or about the 31st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th October, 1882. [1897

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO, (Passing through the INLAND SEA).
THE P. & O. S. N. Co's Steamship
"SUMATRA,"
will leave for the above places, on FRIDAY, the 3rd November, at TWELVE (NOON) o'CLOCK.
A. McIVER, Superintendent.
Hongkong, 21st October, 1882.

STEAM TO BOMBAY VIA STRAITS.
THE P. & O. S. N. Co.'s Steamship
"ZAMBESI"
will leave for the above place on FRIDAY, the 3rd November, at FOUR P.M.
A. McIVER, Superintendent.
Hongkong, 21st October, 1882. [1952

FOR NEW YORK.
THE 3/3 L. I. I. American Barque
"ANTIOCH,"
J. Hemingway, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ADAMSON, BELL & Co.
Hongkong, 9th October, 1882. [1876

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"PHINEAS PENDLETON,"
Laffin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 16th October, 1882. [1928

FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENCOE,"
Captain Park, will be despatched for the above Port, on or about the 3rd November.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 20th October, 1882. [1948

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"ALEXANDER McNEIL,"
Sproul, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th September, 1882. [1810

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).
THE Company's Steamship
"PANDORA,"
Captain G. Sturli, will be despatched as above on or about the 4th proximo.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 23rd October, 1882. [1962

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, NEW CALEDONIA, AND FIJI.)
THE Eastern and Australian Steamship Company's Steamer
"CATTERTHUN,"
Captain Miller, will be despatched as above or about WEDNESDAY, the 8th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th October, 1882. [1931

FOR HAMBURG AND LONDON.
THE A 1 British Ship
"LOTHAIR,"
Boulton, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 27th September, 1882. [1818

FOR SAN FRANCISCO.
THE 100 A 1 British Ship
"ROCKHURST,"
Buiford, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 14th September 1882. [1733

FOR SAN FRANCISCO.
THE British Ship
"RUTHIN,"
Monkman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 21st September, 1882. [1780

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE 1874. "WEISSLACK."
$20 ..... per case of 2 dozen pints.
$19 ..... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.
CHATEAU LAROSE.
..... per case of 1 dozen quarts.
LORMONT.
..... per case of 1 dozen quarts.
..... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 23th March, 1881. [24

T. ALGAR AND COMPANY HOUSE AND ESTATE AGENTS, RENTS COLLECTED. BROWN, JONES & CO., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED, 6, QUEEN'S ROAD EAST. [729

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KASHGAR," Captain R. G. Murray, with Her Majesty's Mails, will be despatched from this for BOMBAY, on TUESDAY, the 31st October, at FOUR P.M.
Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M. on the day of sailing.
Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, Superintendent.
Hongkong, 19th October, 1882.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.
ON TUESDAY, the 7th day of November, 1882, at NOON, the Company's Steamship "PEIHO," Commandant Champenois, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until NOON of 6th November, 1882.
Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th of November, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 27th October, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 7th November, at THREE P.M.
Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 20th October, 1882.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1887. [27

FOR SALE.
CHAMPAGNE, 1874.
HEIDSIECK & Co.'s MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

FOR SALE, CHEAP.
A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS, STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.